

FILE

DATE: December 17, 1996
TO: All Departments
FROM: City Clerk
RE: PLEASE POST FOR THE INFORMATION OF ALL EMPLOYEES

SUMMARY OF DECISIONS

FOR THE REGULAR MEETING OF RED DEER CITY COUNCIL

HELD IN THE COUNCIL CHAMBERS, CITY HALL

MONDAY, DECEMBER 16, 1996

COMMENCING AT ***4:30 P.M.***

- (1) Confirmation of the Minutes of the Regular Meeting of December 2, 1996

DECISION - Confirmed as transcribed

PAGE #

- (2) **UNFINISHED BUSINESS**

1. City Clerk - Re: Utility Bylaw Amendment 2960/B-96 (See Bylaw Section for Readings) / Amendment to Utility Bylaw 2960/88

. . 1

DECISION - Report received as information. Agreed to lift from the table discussion of this item. See Bylaw Section for readings

2. City Clerk - Re: Red Deer Regional Airport Authority /
Incorporation of Airport Authority . . 2

DECISION - Agreed to the formation of a regional airport authority. Appointed Wayne Fawcett, Bill Higgins and Don Oszli as the City of Red Deer's representatives on the Red Deer Regional Airport Authority

3. Engineering Department Manager - Re: Master Transportation
Plan Update / Request to Table to January 27, 1997 Council
Meeting . . 11

DECISION - Agreed to table this matter until the January 27, 1997 Council Meeting

4. Land and Economic Development Manager - Re: Offer to
Purchase by Jenco Holdings Ltd. For Lot 8, Block 4, Plan 5879
HW and Part of Utility Right of Way Plan 942-0172 and Ralph
Salomons Realty Inc. for Lot 8, Block 4, Plan 5879 HW . . 37

DECISION - Agreed to lift this item from the table. Further agreed to the sale of this Utility Right of Way to Jenco Holdings Ltd.

(3) **PUBLIC HEARINGS**

(4) **REPORTS**

1. City Clerk - Re: Council Policy Amendments: No. 2003
(Employee Recognition) and No. 5301 (Purchasing &
Tendering) . . 41

DECISION - Approved the "house keeping" amendments to Council Policies No. 2003 and No. 5301

2. Director of Corporate Services - Re: Short Term Borrowing Bylaw No. 3181/96 (See Bylaw Section for Readings) . . 49

DECISION - Report received as information. See Bylaw Section for Bylaw Readings

3. Director of Community Services - Re: "Sound the Alarm": Public Art Policy / Ghost Project . . 51

DECISION - Agreed to support the recommendation of the Recreation, Parks and Culture Board to approve the application to install the proposed "Sound The Alarm" Ghost Project

(5) **CORRESPONDENCE**

1. City of Edmonton, Re: Edmonton On Top of the World 2008 Olympic Bid Committee - Request for Support . . 62

DECISION - Agreed to forward a letter of support to the City of Edmonton in their bid for the 2008 Olympics

2. Piper Creek Foundation - Board of Directors Restructuring - Piper Creek Foundation . . 65

DECISION - Agreed in principle to the restructuring of the Piper Creek Foundation's Board of Directors, subject to appropriate amendments to the Ministerial Order being made

(6) **PETITIONS AND DELEGATIONS**

(7) **NOTICES OF MOTION**

(8) **WRITTEN INQUIRIES**

Bill Hull - Summary of Costs and Benefits of Implementing a Commission System with Real Estate Agents.

(9) **BYLAWS**

1. 2960/B-96 - Utility Bylaw Amendment / Amend Utility Bylaw
2960/88 - 2nd and 3rd Readings . . 71

. . 1

DECISION - Bylaw given 2nd and 3rd Readings

2. 3181/96 - Short Term Borrowing Bylaw - 3 Readings . . 82

. . 49

DECISION - Bylaw given 3 Readings

A G E N D A

FOR THE REGULAR MEETING OF RED DEER CITY COUNCIL

TO BE HELD IN THE COUNCIL CHAMBERS, CITY HALL

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(7) NOTICES OF MOTION

(8) **WRITTEN INQUIRIES** - Bill Hull: Summary of Costs and Benefits of Implementing a Commission System with Real Estate Agents.

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Committee of the Whole:


- (a) Administrative Matter
- (b) Administrative Matter
- (c) Legal Opinion
- (d) Legal Opinion
- (e) Personnel Matter

DATE: December 10, 1996
TO: City Council
FROM: City Clerk
RE: Utility Bylaw Amendment 2960/B-96

At the Council meeting of December 2, 1996, Council tabled second and third reading of Utility Bylaw Amendment 2960/B-96 which amends the Utility Bylaw relative to garbage collection and recycling.

Recommendation

That second and third be given to Bylaw amendment 2960/B-96.


Kelly Kloss
City Clerk

Council Decision - December 16, 1996 Meeting

DATE: December 17, 1996
TO: Public Works Manager
FROM: City Clerk
RE: UTILITY BYLAW AMENDMENT 2960/B-96 / GARBAGE COLLECTION
AND RECYCLING

FILE

Reference Report: City Clerk, dated December 10, 1996

Resolution Passed: Bylaw passed, second and third readings given to
Utility Bylaw Amendment 2960/B-96 (Copy attached)

Report Back to Council Required: No

Comments/Further Action: The City Clerk's Department will update the Utility Bylaw in accordance with the above amendment. Please advise the contractors of Council's decision in this instance. It is our understanding that we have received a verbal approval from the A.E.U.B. Please forward a copy of the written approval to this office when you receive same.



Kelly Kloss
City Clerk

KK/clr
attchs.

c Director of Development Services
Director of Corporate Services
Treasury Services Manager
Utility Billing Supervisor

Memo

Date: Jan 2 '97

To: Kelly Kloss

FILE

From: **Mary Stewart**

Written approvals from A.E.U.B.

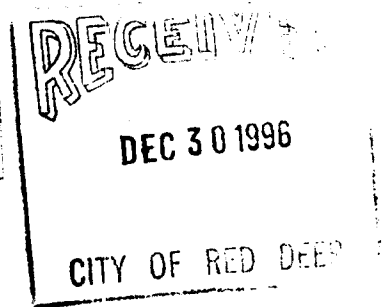
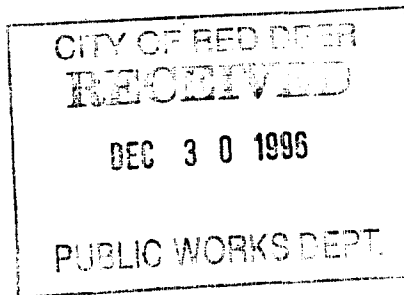
regarding the Solid Waste Collection
and Recycling Contracts.

Public Works Department

File No.: 6720-R1

20 December 1996

Paul A. Goranson, P. Eng.
Public Works Manager
City of Red Deer
P.O. Box 5008
RED DEER AB T4N 3T4



Dear Mr. Goranson:

CITY OF RED DEER
WASTE MANAGEMENT APPLICATION

Enclosed is a copy of Order U96128 dated 20 December 1996 relating to the above mentioned matter.

Yours truly,

A handwritten signature in cursive script that reads "J. Didier".

J. Didier
Application Officer

Enclosure

ALBERTA ENERGY AND UTILITIES BOARD

Edmonton, Alberta

THE CITY OF RED DEER WASTE MANAGEMENT CONTRACTS WITH WESTERN CANADIAN WASTE SERVICES INC. AND W.M.I. WASTE MANAGEMENT CANADA INC.

Order U96128

File 6675-O3

The Alberta Energy and Utilities Board (the Board) adopts, as an Order of the Board, this report of N. W. MacDonald, the Member authorized pursuant to Section 10 of the *Alberta Energy and Utilities Board Act*, S.A. 1994, c. A-19.5 and Section 18 of the *Public Utilities Board Act*, R.S.A. 1980, c. P-37 to report on the matter.

By letter dated 25 October 1996, the City of Red Deer (the City) filed an application (the Application) with the Board, pursuant to Section 45 of the *Municipal Government Act*, S.A. 1994, c. M-26.1, for approval to enter into Waste Management Contracts (the Contracts) with Western Canadian Waste Services Inc. (Western) and W.M.I. Waste Management Canada Inc. (W.M.I.) for a period of five years in accordance with the terms of the Contracts as filed with the Board.

With its Application the City filed further information which indicates that prior to the selection of the contractors the City held an advertised public open house to determine the City residents' concerns related to waste management services. The City selected Western and W.M.I. to provide waste management service after the public tender process.

The tender process stipulated the Contracts have provisions to ensure that Western and W.M.I. are licensed, insured, financially secure and able to fulfill the obligations of the Contracts.

Notice of the Application was published in accordance with the directions of the Board. Four objections were received by the City and the Board, as a result of the publication of this notice. As advised by the Board, the City attempted to contact all four parties to resolve their concerns and subsequently advised the Board that it had been able to resolve two of the objections.

Of the remaining objections Board staff was able to contact one of the parties - Ms. Kranenborg. Ms. Kranenborg stated she is concerned about Western's ability to fulfill the obligations of its Contract. Ms. Kranenborg referred to complications which arose with this Contractor in both the County of Strathcona and the City of Penticton.

The Board has always considered security of supply to be a significant issue in reviewing applications for supply of utility services. Consequently the City was asked to respond to Ms. Kranenborg's concern. In response the City filed further information in support of its Application including a listing of other communities in which Western presently has contracts for residential waste management services and a contingency plan in the event the Contract is

20 December 1996

terminated before the term has been completed. The Board is satisfied, after reviewing this material, that the City will be able to continue to fulfill the requirements of the City's residents for waste management service by entering into the proposed Contracts.

A further objection was received from Patricia Spencer, a Red Deer resident, respecting the integrity and qualifications of Western to carry out the work. The City and the Board were unable to contact Ms. Spencer to substantiate her claims.

Given the submissions however the Board is not persuaded there are any grounds for denying the City's Application.

The City filed documentation with the Board indicating its consent to the Board determining the matter without holding a public hearing.

The Board recognizes that the City has taken steps through its tender process and the provisions of the Contracts to ensure a safe, adequate and proper level of waste management service for the City and its residents at the lowest cost available. The Board further notes that the tender process and the agreements have provisions to ensure that Western and W.M.I. are licensed, insured, financially secure and able to fulfill the obligations of the Contracts.

For the above reasons, the Board considers that the Waste Management Contracts are necessary and proper for the public convenience and to properly conserve the public interests. The Board also considers that the Contracts are in accordance with Section 45 of the *Municipal Government Act*.

ORDER

THEREFORE, IT IS ORDERED THAT:

- (1) The Application of the City is approved.
- (2) The City shall file with the Board a copy of By-law No. 2960/B-96 after third reading; and copies of the executed Waste Management Contracts.

Dated in Edmonton, Alberta on 23 December 1996.



N. W. MacDonald, P. Eng.
Member

20 December 1996

DATE: December 17, 1996
TO: Public Works Manager
FROM: City Clerk
RE: ***QUESTIONS REGARDING NEW GARBAGE AND RECYCLING
CONTRACTS***

FILE

At the Council Meeting of December 16, 1996, three Councillors raised some questions with respect to the noted contracts. They are requesting a response from your Department regarding their individual questions. The questions are as follows:

Councillor Lorna Watkinson-Zimmer:

- Q:** Are there any controls placed on the general public with respect to picking up treated lumber from construction sites, for the purpose of burning in their fireplaces?
- Q:** Have contractors been asked, or should they be asked, not to give out treated lumber to the public and to ensure that same makes its way to the landfill site?

Councillor Jason Volk:

- Q:** What is the difference between the old rates for lids on commercial containers as opposed to the new rates for lids on commercial containers?
- Q:** What is the difference between the old commercial rates and the new commercial rates?

Councillor Bill Hull:

- Q:** What measures do we take to audit garbage trucks to ensure that they do not exceed weight restrictions? Especially in the Spring?
- Q:** What assistance do we get from the R.C.M.P. and Alberta Transportation in enforcing the regulations?
- Q:** Will the new landfill site be equipped to monitor and enforce these weight restrictions?

Public Works Manager
December 17, 1996
Page 2

The above questions were discussed generally with Ken Haslop at the Council meeting. You may wish to contact him as to the details of these inquiries. It would be very beneficial to all the Councillors if you would please provide a copy of your response to them and I ask that you please provide our office with copies as well.

Thank you.

A handwritten signature in black ink, appearing to read 'Kelly Kloss', written over the printed name.

Kelly Kloss
City Clerk


c Engineering Department Manager

Item No. 2

DATE: December 11, 1996
TO: City Council
FROM: City Clerk
RE: RED DEER REGIONAL AIRPORT AUTHORITY

At the Council meeting of December 2, 1996, Council agreed to table consideration of the incorporation of a Regional Airport Authority to allow the Administration to review the documentation and submit comments.

This item is again before Council for consideration. I have attached the comments from the Administration as well as the letters of request from the Red Deer Regional Airport Authority. The remainder of the documentation from the Authority that had been submitted to Council on December 2, 1996, which included the petition/articles for incorporation and Bylaws, have not been again reproduced, however, are available from the City Clerk.



KELLY KLOSS
City Clerk

KK/lb
Attach.

DATE: December 10, 1996

TO: City Clerk

FROM: Director of Development Services

RE: RED DEER REGIONAL AIRPORT AUTHORITY

I have reviewed the material presented by the committee presently involved in the creation of the development of a Red Deer Regional Airport Authority. I do not have any additional points to add to those already provided by the City Solicitor.

I have, in meetings with the authority group, stressed the importance of developing and finalizing the agreement with The City of Red Deer. The City will be, at least in the immediate term, the major source of financing for the Authority. This agreement must be in place if they are to develop long-range plans.

I have indicated that the staff are willing to assist them in this endeavour at their convenience. The group has been very busy on the incorporation issue to this point. I anticipate that we will be in touch in the near future.



Bryon C. Jeffers, P. Eng.
Director of Development Services

BCJ/emr

RED DEER Regional Airport Authority

Site 16 Box 11 RR4
Red Deer, Alberta, Canada T4N 5E4
Phone/FAX (403) 886-4712

November 26th, 1996

Mayor Gail Surkan &
Members of Council
City of Red Deer
Box 5008
Red Deer, Alberta
T4N 3T4

Dear Mayor Surkan:

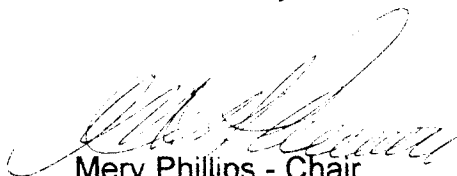
The Red Deer Regional Airport Authority has now ratified in principle its Petition and By-laws and wishes to proceed with Incorporation pursuant to the Province of Alberta Regional Airports Authorities Act. This process requires that the governing bodies named in the Petition pass a resolution agreeing to act as an appointer and to be bound by the Authorities articles as referred to in the Act.

We have attached a copy of the Petition and By-laws and a photo-copy of the Regional Airports Authorities Act and Regulations along with a draft resolution for the consideration of council.

The Directors of the Red Deer Regional Airport Authority would welcome the opportunity to appear before Council at your convenience to answer any questions in support of this request and to bring Council up to date on the Authorities activities.

Thank you for your continued support.

Yours sincerely,



Merv Phillips - Chair
Red Deer Regional Airport Authority

RED DEER Regional Airport Authority

Site 16 Box 11 RR4
Red Deer, Alberta, Canada T4N 5E4
Phone/FAX (403) 886-4712

November 19th, 1996

Mayor Gail Surkan
City of Red Deer
P.O. Box 5008
Red Deer, Alberta
T4N 3T4

Dear Mayor Surkan:

The Red Deer Regional Airport Authority has been meeting every two weeks since September the 9th and I'm pleased to report that considerable progress has been made toward our goals. We have established several committees to deal with incorporation and the pending negotiations with Transport Canada

In dealing with the subject of incorporation, the Authority has decided that it would be to our advantage to operate under the Alberta Regional Airport Authorities Act. These advantages cover items like corporate borrowing and limited liability. However, the Act explicitly states in (11) C that appointees cannot hold elected office and I have attached a copy of this section for your information.

The Authority had great difficulty in making this decision because it directly affects Councilor Bev Hughes. Bev has a real interest in the success of the Authority and the operation of the Airport and has made a tremendous contribution to the project during the initial stage. He is also in agreement that the Authority has made the right decision to operate under the Provincial Act.

We have asked Councilor Hughes to continue as a non-voting advisory member of the Red Deer Regional Airport Authority and he had indicated his willingness to continue in this capacity. In view of this change, we would respectfully request that the City of Red Deer appoint a replacement representative on the Authority as soon as possible.

The Red Deer Regional Airport Authority will be reviewing final incorporation documentation at the regular meeting on November 21st and we anticipate final approval by the Directors at that time. Following this we will be requesting an appearance before Council to obtain the necessary resolution in support of the incorporation.

Page 2

I would like to take this opportunity to thank you for the excellent co-operation we have received from Bryon Jeffers and Larry Brown. Larry now attends all meetings and his background and knowledge of the Airport has been invaluable to the Directors. Mr. Jeffers has volunteered to work with our Transport Canada negotiation team in order to expedite the process in an efficient and beneficial manner.

If you have any questions or would like to discuss this matter please give me a call. Thank you.

Your sincerely,

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

Mary Phillips - Chair
Red Deer Regional Airport Authority

Attachment

cc Bev Hughes.

accordance with the procedures set out in the articles and that no other person has that right.

Qualifications for directors

11(1) Notwithstanding anything in this Regulation except subsection (2), a person is not qualified to be or to continue to be a director

- (a) unless he is an individual of adult age;
- (b) if he has the status of a bankrupt;
- (c) if he is a member of Parliament, of the Senate, of any Legislative Assembly or of the council of a municipality;
- (d) if he is a person employed, whether under a contract of service or a contract for services,
 - (i) in the public service of any national, provincial, state, regional or local government, or
 - (ii) by a Provincial agency within the meaning of the *Financial Administration Act* and to which that Act applies, or by any corporation, board, commission, council or other body occupying a similar position in relation to another jurisdiction to what such a Provincial agency does in relation to Alberta;
- (e) if, within the immediately preceding 5 years, he has been convicted of
 - (i) an indictable offence that is of a kind that is related to the qualifications, functions or duties of a corporate director, or
 - (ii) an offence against the Act.

and either the time for making an appeal has expired without the appeal's having been made or the appeal has been finally disposed of by the courts or abandoned;

- (f) if he is a dependent adult as defined in the *Dependent Adults Act* or is the subject of a certificate of incapacity under that Act;
- (g) if he is a formal patient as defined in the *Mental Health Act*;
- (h) if he has been found to be a person of unsound mind by a court elsewhere than in Alberta;
- (i) if he contravenes section 21 or his associate engages in any activity that, if performed by that person himself, would be a contravention of section 21(1), (2) or (3);
- (j) if, being a director of an authority, he has failed to attend the type or number of board or committee meetings, or a combination thereof, specified in the articles;
- (k) if his membership on the board results or would result in a contravention of section 14(4) of the Act.

(2) If 2 or more persons would, but for this subsection, be disqualified by virtue of subsection (1)(k), the person or persons who are actually disqualified shall be ascertained according to the inverse chronological order of the effective dates of their appointments.

Meetings

12(1) Notwithstanding any other law, an authority's by-laws may provide that

- (a) a director may participate in a meeting of directors or of a committee of directors, or
- (b) such a meeting may be held,

by means of telephone or other communication facilities that permit all persons participating in the meeting to hear each other, and, for the purposes of the Act, the directors participating by those means are deemed to be present at the meeting.

(2) The text of a special resolution may be amended at a board meeting if the amendment corrects a manifest error or is not material.

Liabilities

General liability provisions

13(1) Sections 13 to 18 do not operate so as to limit the duties and liabilities that a director or officer of an authority may have under any other law.

(2) No provision in a contract or the articles or by-laws or a resolution of an authority relieves a director or officer from the duty to act in accordance with the Act and this Regulation or relieves him from liability for a breach of that duty.

(3) Section 16(d) of the *Interpretation Act* does not apply to members of an authority, but, without limiting any liability that they may have at law in their capacity as directors, individual members of an authority in their capacity as such members are exempt from personal liability for the debts, obligations and acts of the authority.

Duty of care of directors and officers

14(1) A director or officer of an authority, in exercising his powers and performing his duties, shall

- (a) act honestly, in good faith and with a view to the best interests of the authority,
- (b) exercise the care, diligence and skill that a reasonably prudent person would exercise in comparable circumstances, and
- (c) comply with the articles and by-laws of the authority.

(2) In considering whether a particular transaction or course of action is in the best interests of the authority, a director or officer shall have due regard to the purposes of an authority.

DATE: November 26, 1996

TO: City Council

FROM: City Clerk

RE: RED DEER INDUSTRIAL AIRPORT - AIRPORT AUTHORITY,
CITIZENS-AT-LARGE

At the Council Meeting of August 12, 1996, the following resolution was passed appointing City of Red Deer representatives to the Red Deer Industrial Airport Authority:

"RESOLVED that Council of The City of Red Deer, having considered report from the City Clerk dated August 6, 1996, re: Red Deer Industrial Airport - Airport Authority, hereby agrees to appoint the following:

| | |
|---------------------|-------------------------|
| William E. Higgins, | Citizen-at-large; |
| Don Oszil, | Citizen-at-large; |
| Bev Hughes, | Council Representative, |

to represent the City of Red Deer on the Red Deer Industrial Airport Authority."

The appointment of Councillor Bev Hughes was further ratified at the October 21, 1996 Organizational Meeting of Council when the annual Council appointments were being made.

The Red Deer Regional Airport Authority is now asking Council to appoint representatives from the City of Red Deer to serve as Directors on the Red Deer Airport Authority, once same is incorporated however representatives cannot be a member of a municipal council. Initially the appointments would be staggered following which the terms would be 4 years in length. The Authority is recommending the following terms of office:

- To be appointed by Council (replaces Bev Hughes):
 - term to expire December 31, 1998
- William E. Higgins:
 - term to expire December 31, 1999
- Don Oszli:
 - term to expire December 31, 2000

For Council's information, I have provided the names of all those individuals who had originally put forth their names to Council to be considered as representatives of the City on the Airport Authority.

City Council
Red Deer Airport Authority
Page Two

RECOMMENDATION

That, if Council supports the recommendation of the Red Deer Regional Airport Authority to incorporate under the Alberta Regional Airport Authorities Act, Council:

1. Select a citizen-at-large to represent the City of Red Deer on the Red Deer Airport Authority in lieu of Councillor Bev Hughes;
2. Passes a resolution appointing the three citizens at large as City of Red Deer representatives on the Authority for the terms as indicated.

A handwritten signature in black ink, appearing to read 'Kelly Kloss', written in a cursive style.

Kelly Kloss
City Clerk

COMMENTS:

As Council will recall, at the last Council meeting a presentation was made by Mr. Merv Phillips, Chairman of the proposed Red Deer Regional Airport Authority, with respect to the formal incorporation of such Authority. This matter was tabled pending further study of the documentation. The request of Mr. Phillips is that Council pass a resolution agreeing to act as an appointer, and to be bound by the Authority's articles as referred to in the Act. Now that we have had an opportunity to review this documentation, we recommend Council agree to such request and pass the appropriate resolutions.

"G. D. Surkan"
Mayor

"H. M. C. Day"
City Manager

**THE CITY OF RED DEER**

P. O. BOX 5008, RED DEER, ALBERTA T4N 3T4

FAX: (403) 346-6195

City Clerk's Department
(403) 342-8132 FAX (403) 346-6195

FILE

December 17, 1996

Red Deer Regional Airport Authority
Site 16, Box 11, R. R. #4
Red Deer, AB T4N 5E4

Att: Merv Phillips, Chairman

Dear Mr. Phillips:

At the City of Red Deer's Council Meeting held December 16, 1996, consideration was given to your letter dated November 26, 1996, concerning the incorporation of the Red Deer Regional Airport Authority. At that meeting, the following resolutions were passed:

"RESOLVED that Council of The City of Red Deer, having considered various reports relative to the Red Deer Airport Authority, hereby agrees that Bev Hughes' appointment to the Red Deer Airport Authority be deemed as completed, and as presented to Council December 16, 1996."

"RESOLVED that Council of The City of Red Deer, having considered reports regarding the Red Deer Regional Airport Authority, hereby agrees to cause to be forwarded to the Minister responsible, a Petition for the incorporation of a regional airport authority, executed by the City of Red Deer, the County of Red Deer #23 and the Red Deer Chamber of Commerce, pursuant to the Regional Airports Authority Act. The Petition shall be in the form as set out in the letter submitted by the Red Deer Regional Airport Authority dated November 26, 1996, and as further amended by their letter of December 12, 1996, and as presented to Council December 16, 1996."

*a delight
to discover!*

Red Deer Regional Airport Authority
December 17, 1996
Page 2

"RESOLVED that Council of The City of Red Deer, having considered a report from the City Clerk dated November 26, 1996, re: Airport Authority: Citizens-at-large, hereby appoints the following individuals as the City of Red Deer's representatives on the Red Deer Regional Airport Authority for terms as noted below:

Wayne Fawcett (term to expire December 31, 1998);
William E. Higgins (term to expire December 31, 1999);
Don Oszli (term to expire December 31, 2000)."

As per the request of Kirk Sisson, I have attached certified copies of each of the above resolutions for your records.

On behalf of Council, thank you to the members of the Authority for their time and effort in this process. We wish you all the best as the Authority embarks on this new venture.

If you have any questions or require additional information, please do not hesitate to contact the undersigned.

Sincerely,



Kelly Kloss
City Clerk

KK/clr
attchs.

c Director of Development Services
 Public Works Manager
 Land and Economic Development Manager
 Lucy Bredy, Committee Directory

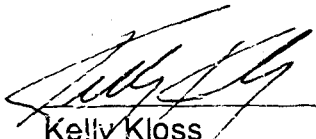
Mr. Wayne Fawcett
c/o Beta Surveys
#3, 5550 - 45 Street
Red Deer, AB T4N 1L1

Mr. Bill Higgins
7 Meeres Close
Red Deer, AB T4N 0J6

Mr. Don Oszli, c/o
#500, 4911-51 Street
Red Deer, AB T4N 6V4

"RESOLVED that Council of The City of Red Deer, having considered various reports relative to the Red Deer Airport Authority, hereby agrees that Bev Hughes' appointment to the Red Deer Airport Authority be deemed as completed, and as presented to Council December 16, 1996."

Certified to be a true and correct copy of the
Resolution passed by Red Deer City Council
on December 16, 1996



Kelly Kloss
City Clerk

Dated December 17, 1996


"RESOLVED that Council of The City of Red Deer, having considered a report from the City Clerk dated November 26, 1996, re: Airport Authority: Citizens-at-large, hereby appoints the following individuals as the City of Red Deer's representatives on the Red Deer Regional Airport Authority for terms as noted below:

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William E. Higgins (term to expire December 31, 1999);

Don Oszli (term to expire December 31, 2000)."


Certified to be a true and correct copy of the
Resolution passed by Red Deer City Council
on December 16, 1996


Kelly Kloss
City Clerk

Dated December 17, 1996

"RESOLVED that Council of The City of Red Deer, having considered reports regarding the Red Deer Regional Airport Authority, hereby agrees to cause to be forwarded to the Minister responsible, a Petition for the incorporation of a regional airport authority, executed by the City of Red Deer, the County of Red Deer #23 and the Red Deer Chamber of Commerce, pursuant to the Regional Airports Authority Act. The Petition shall be in the form as set out in the letter submitted by the Red Deer Regional Airport Authority dated November 26, 1996, and as further amended by their letter of December 12, 1996, and as presented to Council December 16, 1996."

Certified to be a true and correct copy of the
Resolution passed by Red Deer City Council
on December 16, 1996



Kelly Kloss
City Clerk

Dated December 17, 1996

SISSON WARREN SINCLAIR

BARRISTERS, SOLICITORS, NOTARIES PUBLIC

Robert H. Scammell Q.C.
Counsel

Our File: 25,835/KS

December 12, 1996

The City of Red Deer
Box 5008
Red Deer, Alberta
T4N 3T4

Attention: Mr. Kelly Kloss
Assistant City Clerk

Dear Sir:

Re: Red Deer Regional Airport Authority

Further to our letter of November 26, 1996, enclosing the incorporating documents for the Red Deer Regional Airport Authority, we have been asked by the Red Deer Chamber of Commerce if it would be too much trouble to make a small change to the banking arrangements section of the By-laws. This can be found on page 11, clause 2.07.

The change requested is to add Credit Unions and Treasury Branches to the list of authorized institutions where the Airport Authority can carry on its banking business. We enclose a copy of this page 11 with the amendments for your information.

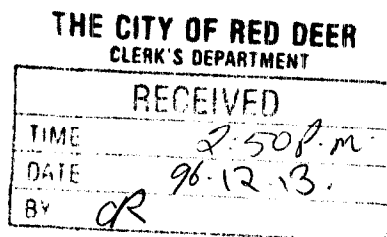
We would request that you bring this to the attention of your council and if the change is approved, let us know and we will arrange to have the existing page 11 replaced by the attached page 11.

If you have any questions or concerns, please feel free to telephone. If any of the City, County or Chamber object to the change, then the By-laws will remain as originally proposed. We trust the above is satisfactory for the time being, and remain,

Yours truly,

SISSON WARREN SINCLAIR

Kirk Sisson, Q.C.
KS/dd Enclosure
HAND DELIVERED
cc: Don Oszli
cc: Merv Phillips



First Red Deer Place
600, 4911 - 51 Street
Red Deer, Alberta, Canada T4N 6V4
Telephone (403) 343-3320
Fax (403) 343-6069
(Delburne: 749-3650)

Submitted To City Council

Date: Dec. 16/96

*Barry M. Wilson
Donald J. Sinclair
*Kirk L. Sisson Q.C.
*Christopher R. Warren
Gordon G. Yake
*Larry K. Phillippe
†*John D. Holmes
G. Gay Light
Donna C. Purcell
Rhonda M. Elder
**Jordan S. Potiuk

†Practice Restricted to Personal
Injury and Estate Litigation

*Denotes Professional Corporation

**Denotes Student at Law

2.05 AUTHORITY TO EXECUTE INSTRUMENTS

The Board shall specify the manner in which, and the officer or officers by whom, any particular instrument or class of instruments may or shall be signed. Any Signing Officer may affix the corporate seal to any instrument where affixing that seal is necessary or desirable.

2.06 MECHANICAL SIGNATURES

The signature of any Signing Officer of Red Deer Regional Airport Authority so authorized to sign may be engraved, lithographed or otherwise mechanically reproduced upon any negotiable instrument, bond, debenture, warrant or certificate of Red Deer Regional Airport Authority and, any negotiable instrument, bond, debenture, warrant or certificate of Red Deer Regional Airport Authority so signed shall be deemed to have been manually signed by the Signing Officer whose signature is so engraved, lithographed or otherwise mechanically reproduced, and shall be as valid for all intents and purposes as if it had been manually signed.

2.07 BANKING ARRANGEMENTS

The banking business of Red Deer Regional Airport Authority shall be transacted with the banks, trust companies, Credit Unions, Province of Alberta Treasury Branches and other persons and in the manner as may be specified by the Board. All banking business shall be transacted under the agreements, instructions, delegations and limitations of authority as the Board may prescribe or authorize.

2.08 BORROWINGS, DEBT OBLIGATIONS AND SECURITIES

Subject to the limitations imposed by the Act and the Articles, the Board may authorize Red Deer Regional Airport Authority to:

- (a) borrow money on its credit;
- (b) issue, reissue, sell or pledge its debt obligations, within the meaning of the *Business Corporations Act*; and
- (c) create a security interest within the meaning of that Act in its property, whether owned or subsequently acquired.

2.09 AFFILIATES

Red Deer Regional Airport Authority may participate with Affiliates provided that such participation is authorized by Special Resolution.

Comments:

I concur with the request of the Authority.

"H. M. C. DAY"
City Manager

SISSON WARREN SINCLAIR

BARRISTERS, SOLICITORS, NOTARIES PUBLIC

Robert H. Scammell Q.C.
Counsel

*Barry M. Wilson
Donald J. Sinclair
*Kirk L. Sisson Q.C.
*Christopher R. Warren
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†Practice Restricted to Personal
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*Denotes Professional Corporation

**Denotes Student at Law

Your File:
Our File: 25,835/KS

November 26, 1996

The City of Red Deer
Box 5008
Red Deer, Alberta
T4N 3T4

Attention: Mr. Jeff Graves
Assistant City Clerk

BACKUP INFORMATION
NOT SUBMITTED TO COUNCIL

Dear Sir:

Re: Red Deer Regional Airport Authority

Enclosed please find the following documents with regard to the above captioned matter:

1. Draft Resolution agreeing to the formation of the above Authority.
2. Draft Resolution agreeing to a replacement representative for The City of Red Deer.
3. Original signed copy of Petition, By-laws, Notice of Directors and Notice of Address.

We would request that you please provide our office with three certified copies of each of the Resolutions enclosed, or as amended, together with three certified copies of the Resolution dated August 12, 1996 appointing the original representatives, for attachment to the Petition to be delivered to the Minister of Transportation.

If you have any questions or comments, please do not hesitate to telephone.

Yours truly,

SISSON WARREN SINCLAIR

Kirk Sisson, Q.C.

KS/dd

Enclosures

First Red Deer Place
600, 4911 - 51 Street
Red Deer, Alberta, Canada T4N 6V4
Telephone (403) 343-3320
Fax (403) 343-6069
(Delburne: 749-3650)

RESOLVED that Council of The City of Red Deer, having considered a report from the City Clerk dated November ____, 1996, regarding the Red Deer Regional Airport Authority, hereby agrees to cause to be forwarded to the Minister responsible, a Petition for the formation of a regional airport authority, executed by the City of Red Deer, the County of Red Deer #23 and the Red Deer Chamber of Commerce, pursuant to the *Regional Airports Authority Act*. The Petition shall be in the form provided by the Red Deer Airport Authority Committee on November 27, 1996.

And as presented to Council December 2, 1996.

BACKUP INFORMATION
NOT SUBMITTED TO COUNCIL

RESOLVED that Council of The City of Red Deer, having considered a report from the City Clerk dated November ____, 1996, consideration was given to a replacement of Bev Hughes, Council Representative on the Red Deer Regional Airport Authority and _____, Citizen-at-large was appointed to replace Bev Hughes to represent the City of Red Deer on the Red Deer Regional Airport Authority.

And as presented to Council December 2, 1996.

BACKUP INFORMATION
NOT SUBMITTED TO COUNCIL

DATE: DECEMBER 3, 1996
TO: DIRECTOR OF COMMUNITY SERVICES
DIRECTOR OF CORPORATE SERVICES
X DIRECTOR OF DEVELOPMENT SERVICES
CITY ASSESSOR
E. L. & P. MANAGER
ENGINEERING DEPARTMENT MANAGER
FIRE CHIEF (EMERGENCY SERVICES)
INFORMATION TECHNOLOGY SERVICES MANAGER
INSPECTIONS AND LICENSING MANAGER
LAND AND ECONOMIC DEVELOPMENT MANAGER
PERSONNEL MANAGER
PUBLIC WORKS MANAGER
R.C.M.P. INSPECTOR
RECREATION, PARKS & CULTURE MANAGER
SOCIAL PLANNING MANAGER
TRANSIT MANAGER
TREASURY SERVICES MANAGER
PRINCIPAL PLANNER
X CITY SOLICITOR

FILE

FROM: CITY CLERK

RE: Red Deer Airport Authority

**NOTE: Documents were previously circulated with the
December 2, 1996 Council Agenda**

Please submit comments on the attached to this office by December 9, 1996, for the Council Agenda of December 16, 1996.

"Kelly Kloss"

City Clerk

BACKUP INFORMATION
NOT SUBMITTED TO COUNCIL

Item No. 3

620-050 A

DATE: December 10, 1996
TO: City Clerk
FROM: Engineering Department Manager
RE: MASTER TRANSPORTATION PLAN UPDATE

We are herewith forwarding 15 copies of the Draft Final Report as prepared for the City by IMC Consulting Group of Edmonton. The objectives of this project were to investigate, assess alternatives using a computerized transportation model, and recommend the City's major arterial network necessary to accommodate the growth of the City at the following population levels:

- Short-term - current population to 68,000 (covering the next 10 years),
- Long-term - 68,000 population to 85,000 (covering the 10 to 25 year growth period)
- Ultimate - 115,000 population level

This report is the culmination of approximately nine months of work on behalf of the consultant with input received from the general public at three open houses and one general public meeting.

Through our comments made at the last public meeting and as advertised in the Red Deer Advocate on Friday, November 22, 1996, we have indicated to the public that the report would be presented to City Council on Monday, December 16, 1996. We further indicated that we would be recommending a tabling motion to allow members of Council time to familiarize themselves with the contents.

At the January 27, 1997 meeting of City Council, Mr. Carl Clayton, P. Eng. representing the consulting firm, will be present to make a summary presentation to Council and respond to any questions and concerns that Council may have.

RECOMMENDATION

We would respectfully recommend that City Council table this matter until January 27, 1997 at 7:00 p.m., at which time the consultant will summarize the work undertaken, expand upon the issues emerging from public input, and then review the recommendations included in the report.



Ken G. Haslop, P. Eng.
Engineering Department Manager

KGH/emr

Att.

- c. Director of Development Services
- c. Director of Community Services
- c. Principal Planner

Executive Summary

BACKGROUND

The last review of the City of Red Deer's overall transportation network was completed in 1990. Since that time a significant number of changes to the City's roadway network have occurred, including the completion of Taylor Drive, which may have changed travel patterns substantially. The City continues to grow and in order to plan objectively the need for and timing of a number of potential roadway network improvements, the City retained IMC Consulting Group Inc. in April, 1996 to undertake the 1996 Transportation Plan Update.

STUDY OBJECTIVES

The primary study objectives are to investigate, assess alternatives using a computerized transportation model and recommend the roadway network necessary to accommodate the following population levels for the City of Red Deer:

- Short-Term (68,000) Population Horizon
- Long-Term (85,000) Population Horizon
- Ultimate (115,000) Population Horizon

In addition, a number of specific roadway link and planning issues were to be addressed as part of this assessment. These included an assessment of shortcutting along Grant and Nolan Streets and how revisions to the roadway network in and around Taylor Drive might address this issue as well as an assessment of the City's noise policy as it relates to existing residential areas.

STUDY PROCESS

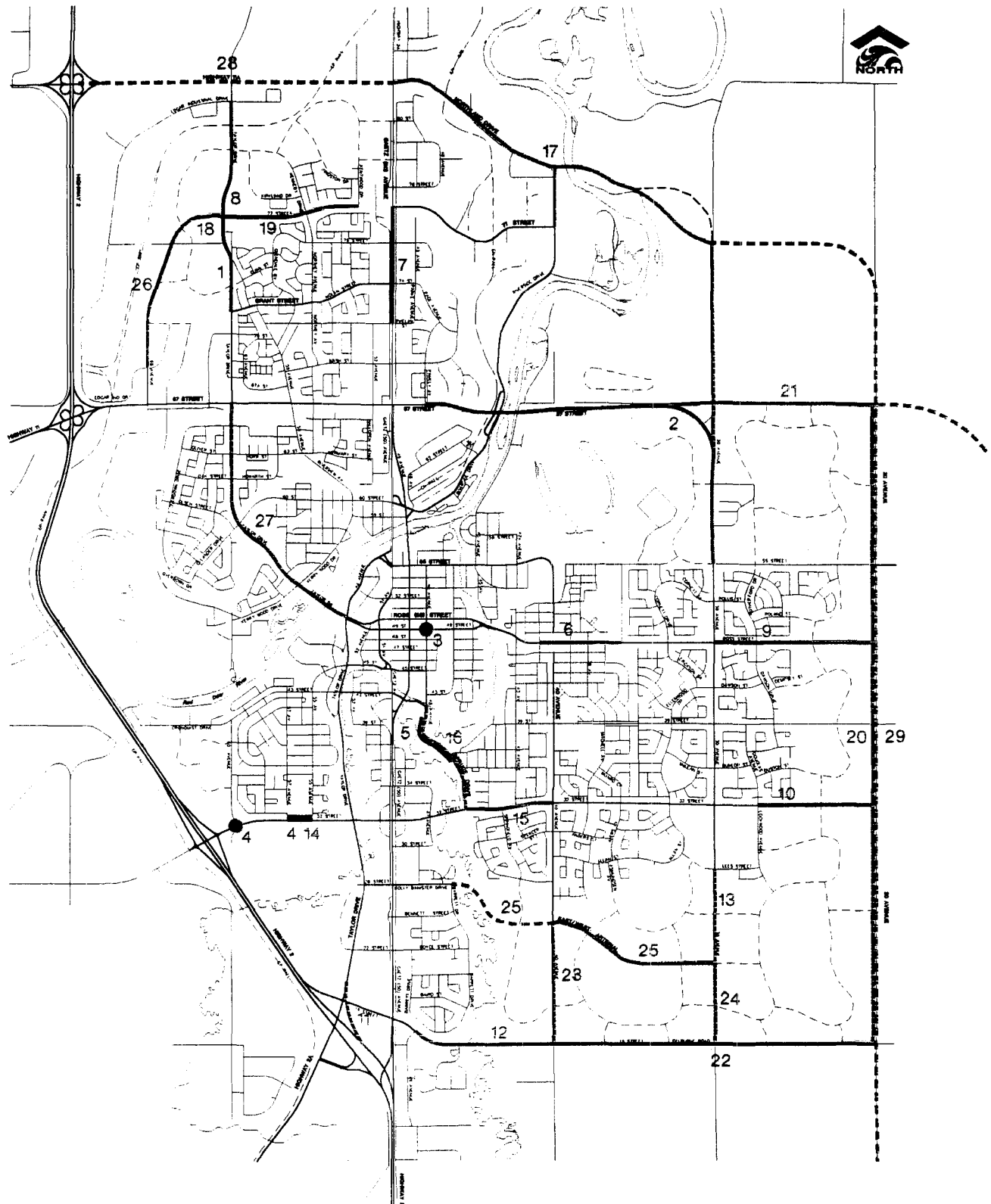
As an initial step in the study process, a computerized transportation model was developed that allowed alternative growth scenarios and transportation networks to be evaluated in a rational and consistent manner. To update the City's traffic count database and calibrate the computerized transportation model, a series of 24 hour, 7 day automatic traffic counts and peak hour manual intersection counts were then done.

Three public meetings were held in late June, 1996 to allow the public to identify areas of concern and provide comments on possible new or upgraded roadway links. While a wide range of issues were raised by the public, the primary focus of public input was on the potential extension of Molly Banister Drive across Piper Creek. In general, comments received indicated a strong preference to accepting higher levels of congestion or to developing alternative travel corridors to avoid the need to construct this link. This willingness to accept a higher level congestion to delay the need for expenditures of funds on transportation infrastructure in general and the desire to avoid constructing the extension of Molly Banister Drive across Piper Creek was repeated at the public meeting held in October 1996 to present the draft recommended plan.

When evaluating the need for transportation infrastructure improvements, an acceptable maximum level of congestion needs to be established. This acceptable maximum level of congestion varies from community to community and typically parallels the size of the community. For example, a level of congestion that motorists in Toronto are prepared to tolerate is usually not considered tolerable in Edmonton or Calgary. Likewise, what motorists are prepared to tolerate in Edmonton or Calgary on a regular basis is unlikely to be acceptable in smaller cities such as Red Deer. Based on input from City of Red Deer staff and the consultant's experience in other similar sized cities in Western Canada, a Level of Service C was defined as the point at which congestion would begin to become a concern to Red Deer motorists. Using the computerized transportation model, this level of congestion was used to assess initially the need for and timing of improvements to the transportation network. This theoretical need was then balanced against the public input received to produce the recommended plan. It should be noted that the public input which indicated a willingness to accept higher levels of congestion played an important role in the decision to delay or potentially eliminate the implementation of a number of major transportation network improvements that were deemed to have significant financial, social or environmental impacts.

RECOMMENDED PLAN

Figure 1 and Table 1 summarize the recommended plan, the recommended staging of the plan and associated costs to implement the various components of the plan.



LEGEND

- 68,000 POPULATION HORIZON
- - - 85,000 POPULATION HORIZON
- 115,000 POPULATION HORIZON

CITY OF RED DEER
1996 TRANSPORTATION PLAN UPDATE

FIGURE 1
Recommended Staging Plan

Table 1a
Summary of Roadway Network Improvements
68,000 Population Horizon

| Item | Length | Estimated Cost (1) (1996 dollars) |
|---|--------|--------------------------------------|
| 1. Upgrade Taylor Drive from Grant Street to 77 Street to a four lane divided urban arterial cross-section | 1.0 km | 2,400,000 |
| 2a. Twin 67 Street/30 Avenue from east of bridge to 55 Street to create a four lane divided urban arterial cross-section | 3.2 km | 4,000,000 |
| 2b. Twin 67 Street east of the river, the river bridge and the CN overpass | 1.0 km | 4,500,000 |
| 3. Relocate the Downtown Transit Transfer Site | N/A | 1,600,000 |
| 4. Red Deer College access improvements on 32 Street | N/A | 700,000 |
| 5. Realign Spruce Drive midway between 37 Street and 43 Street to improve safety and widen as required to be able to accommodate four lanes in the future | 0.6 km | 700,000 |
| 6. Add turn left lanes at the intersection of 40 Avenue/Ross Street and ban parking in the peak hours from 40 Avenue to Deer Home Road | N/A | 200,000 |
| 7. Widen Gaetz Avenue from north of 71 Street to north of 77 Street to a six lane divided urban arterial cross-section | 1.2 km | 2,000,000 |
| 8. Twin Taylor Drive from 77 Street to south of Hwy. 11A to create a four lane divided urban arterial cross-section | 1.0 km | 1,300,000 |
| 9. Extend Ross Street from 30 Avenue east to Rutherford Drive as a four lane divided urban arterial cross-section and beyond to the east collector roadway in Rosedale East as the initial two lanes of this same cross-section | 1.2 km | 2,100,000 |
| 10. Extend 32 Street from Davison Drive east to the east collector roadway as the initial two lanes of a four lane divided urban arterial cross-section | 0.6 km | 900,000 |

(1) Excludes property acquisition costs

Table 1b
Summary of Roadway Network Improvements
85,000 Population Horizon

| Item | Length | Estimated Cost (1) (1996 dollars) |
|---|--------|--------------------------------------|
| 11. Highway 2 Northbound to Taylor Drive Ramp | 1.0 km | 1,600,000 |
| 12. Upgrade Delburne Road from 40 Avenue to Westerner access to create a four lane divided urban arterial cross-section | 1.3 km | 3,200,000 |
| 13. Upgrade 30 Avenue from Lees Street to 28 Street to a four lane divided urban arterial cross-section | 0.6 km | 1,500,000 |
| 14. Construct a third access to Red Deer College from 32 Street | N/A | 400,000 |
| 15. Widen 32 Street from Spruce Drive to 40 Avenue to a six lane divided urban arterial cross-section | 1.0 km | 2,000,000 |
| 16. Ban parking as required during peak hours to provide four travel lanes from 32 Street to 45 Street | 1.5 km | 100,000 |
| 17. Construct the Northland Drive/30 Avenue crossing as a four lane divided urban arterial cross-section | 5.5 km | 35,000,000 to 40,000,000 |
| 18. Extend Johnstone Drive west of Taylor Drive as a four lane undivided urban arterial cross-section | 0.5 km | 1,000,000 |
| 19. Twin 77 Street from Kentwood Drive to Taylor Drive to create a four lane divided urban arterial cross-section | 1.4 km | 1,800,000 |
| 20. Construct 20 Avenue from Delburne Road to 67 Street as the initial two lanes of either a four lane divided urban arterial or a six lane divided expressway as required by residential development and provide connections to 20 Avenue by extending 32 Street and Ross Street | 7.6 km | 11,000,000 |
| 21. Extend 67 Street from 30 Avenue to 20 Avenue as a four lane divided urban arterial cross-section concurrent with the probable realignment of Highway 11 by AT&U | 2.8 km | 4,800,000 |

(1) Excludes property acquisition costs

Table 1c
Summary of Roadway Network Improvements
115,000 Population Horizon

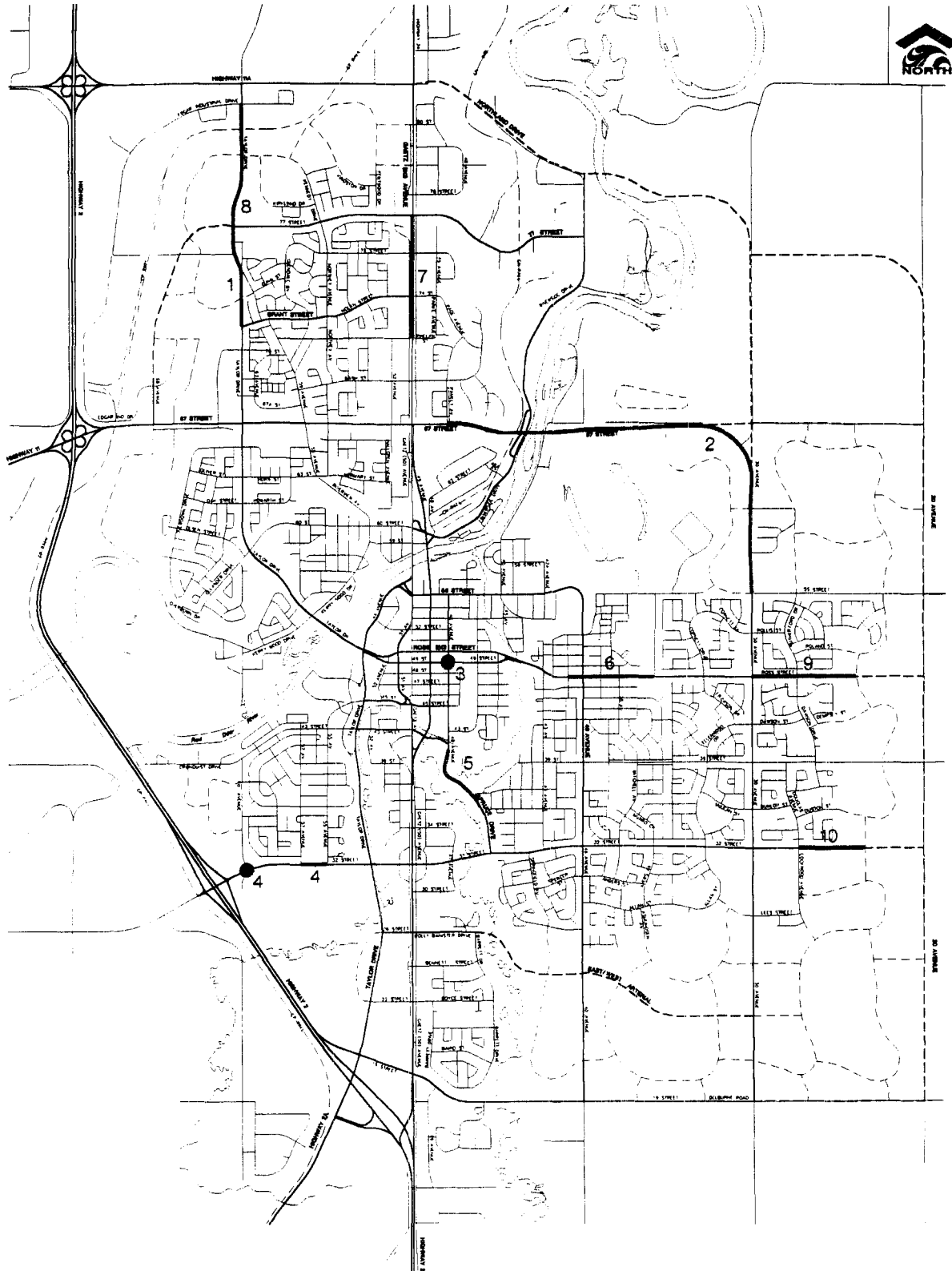
| Item | Length | Estimated Cost (1) (1996 dollars) |
|--|---------|--------------------------------------|
| 22. Upgrade Delburne Road from 40 Avenue to 20 Avenue as a four lane divided urban arterial cross-section | 3.2 km | 8,000,000 |
| 23. Twin 40 Avenue to Delburne Road to create a four lane divided urban arterial cross-section | 1.8 km | 2,300,000 |
| 24. Upgrade 30 Avenue to Delburne Road as a four lane divided urban arterial cross-section | 1.0 km | 2,400,000 |
| 25. Construct new east-west four lane urban arterial cross-section roadway between 32 Street and Delburne Road from 40 Avenue to 30 Avenue | 1.8 km | 4,300,000 |
| 26. Extend Johnstone Drive north to 77 Street as a four lane undivided urban arterial cross-section | 1.6 km | 4,200,000 |
| 27. Widen Taylor Drive from 67 Street to Ross Street to a six lane divided urban arterial cross-section | 3.0 km | 9,000,000 |
| 28. Twin Highway 11A from Highway 2 to Gaetz Avenue | 3.0 km | 3,500,000 |
| 29. Protect a right-of-way along 20 Avenue or an alternate route to the east for an expressway standard by-pass of the City from Highway 2 to Highway 2A | 12.0 km | N/A |

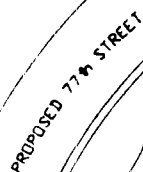
(1) Excludes property acquisition costs

6.4 RECOMMENDED IMPROVEMENTS

Figure 6.2 illustrates the recommended improvements to accommodate the projected traffic volumes at the 68,000 Population Horizon. Specific improvements include:

1. Upgrade the existing rural cross-section of Taylor Drive from Grant Street to 77 Street to a four lane divided urban arterial cross-section. Convert the existing Grant Street intersection to a right-in/out configuration and construct an additional intersection on Taylor Drive midway between Gunn Street and 77 Street. (Figure 6.3) This recommended improvement is expected to result in some reduction in traffic volumes on Grant Street. However, it is perceived that the issue of reducing traffic speeds along Gunn Street and Nolan Street is as important to the residents of the area as reducing traffic volumes. Therefore, the installation of traffic calming measures along Grant Street and Nolan Street may be appropriate, but should be studied further. It should be noted that the City has previously investigated the use of typical traffic calming measures such as traffic diverters, four-way stop signs, speed bumps and vehicle traps either in relation to Grant Street or other locations and rejected them as being unsuitable for one reason or another.
2. Twin the existing two lane urban arterial cross-section of 67 Street/30 Avenue from Pameley Avenue to 55 Street to create a four lane divided urban arterial cross-section to address increasing levels of congestion. The work could be done in stages with the first stage being to provide a climbing lane on the east side by twinning 67 Street from the river crossing around to 55 Street. (Figure 6.4) This climbing lane is warranted now based on current truck volumes. The second stage, twinning the river crossing, could be delayed for a few years, but is still warranted by the 68,000 Population Horizon.
3. Relocate the Downtown Transit Transfer Site to an off-street location east of 49 Avenue between 48 Street and 49 Street to improve transit rider safety and reduce vehicular congestion in the area. (Old Sportsworld Parking Lot)
4. Provide two accesses to Red Deer College from 32 Street. The location of these accesses (55 Avenue, 57 Avenue or 60 Avenue as illustrated in Figure 6.5) should be decided only after consultation with the College and adjoining residential communities has been done to ensure potential concerns about on-site circulation and the potential for increased traffic volumes on 55 Avenue and 57 Avenue are addressed.





ALL DIRECTIONAL

SCHOOL SITE
RECREATION SITE

CHURCH
SITE

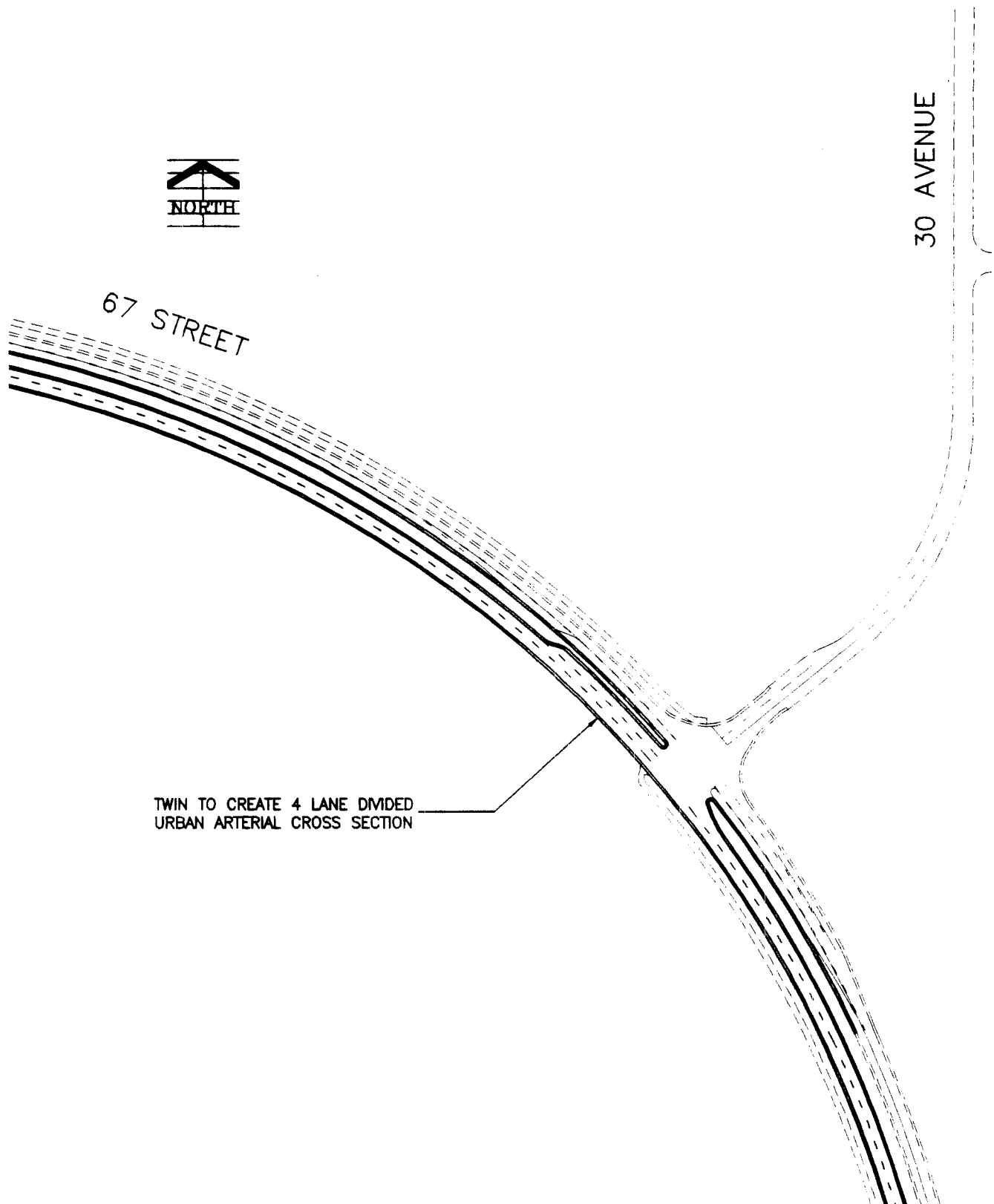
BUFFER

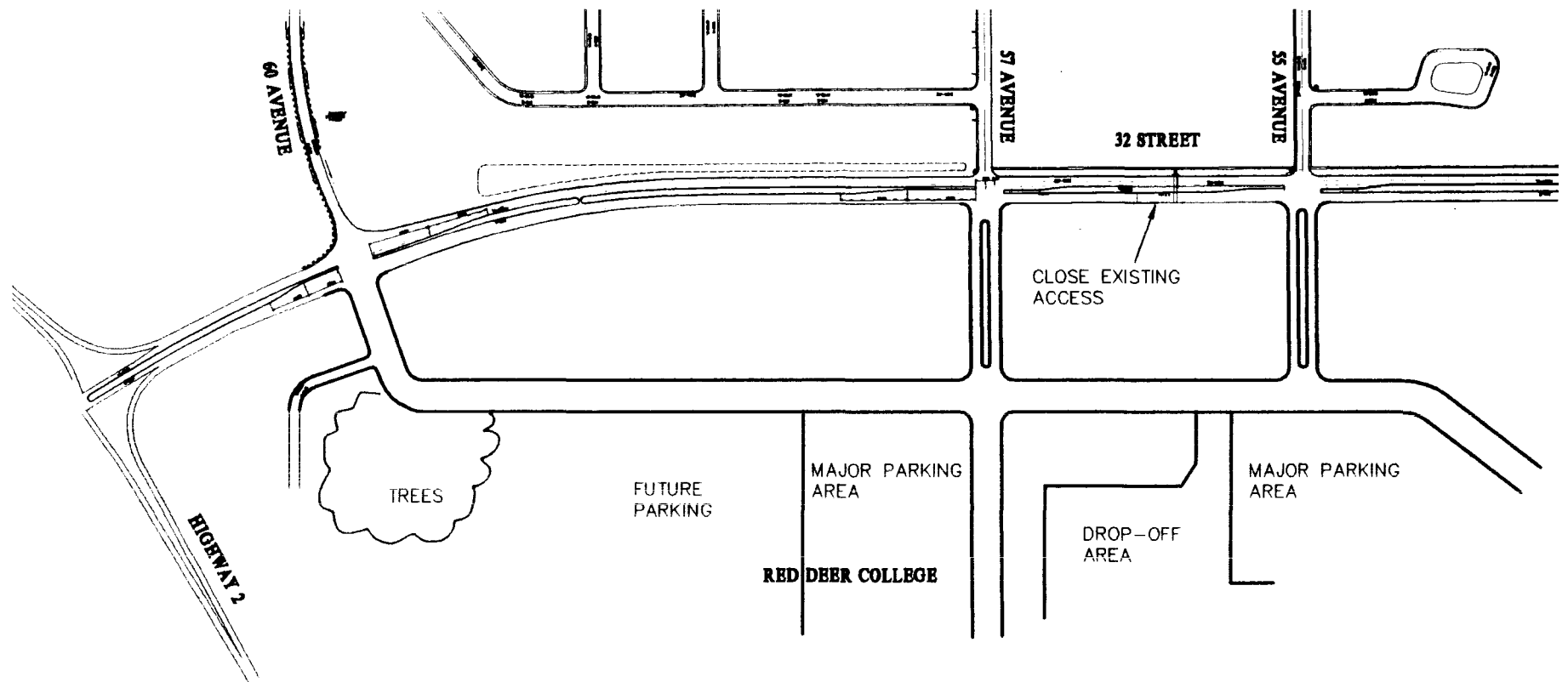
RIGHT IN RIGHT OUT

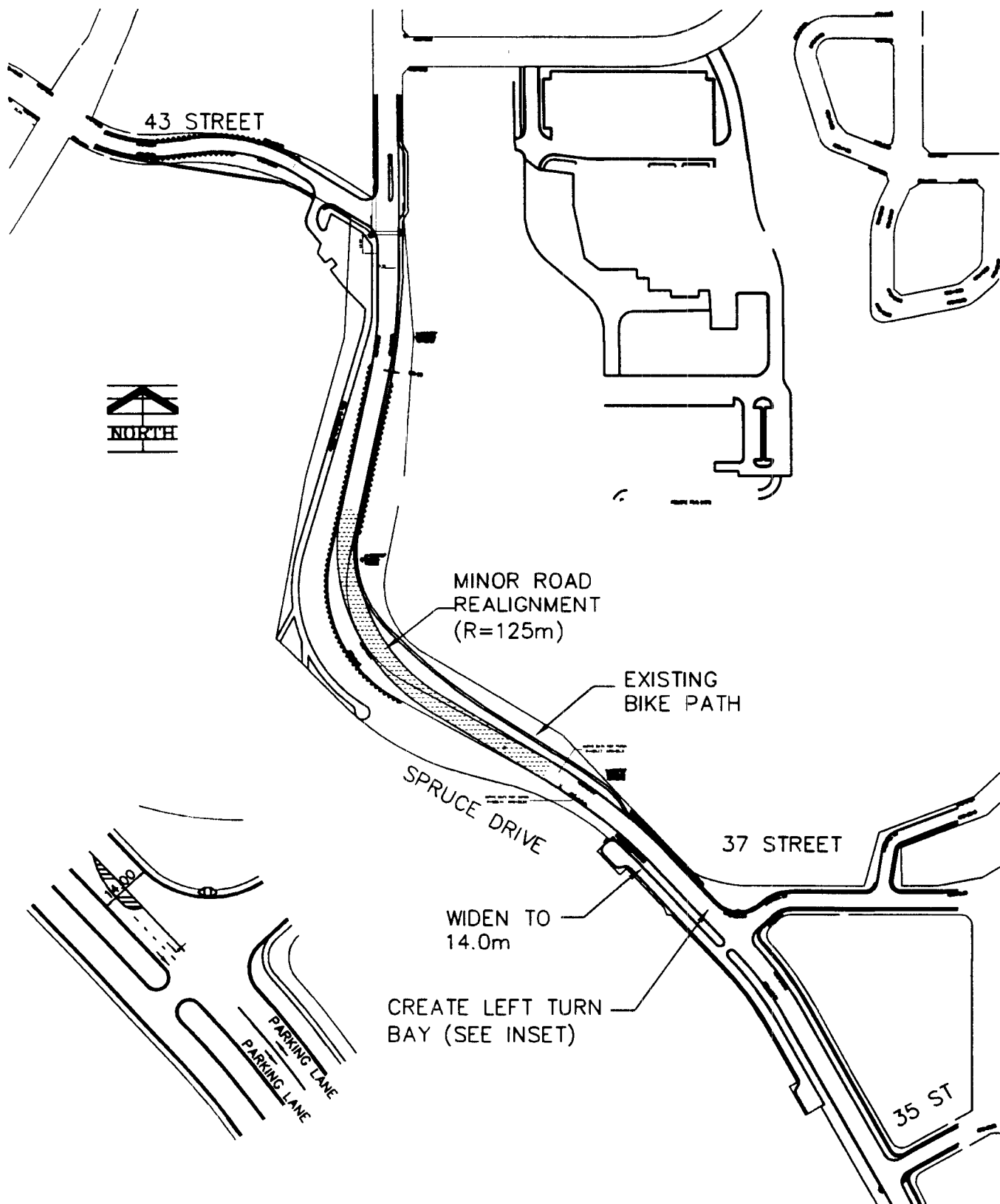
NEW -ROAD

GINN STREET

GRANT STREET



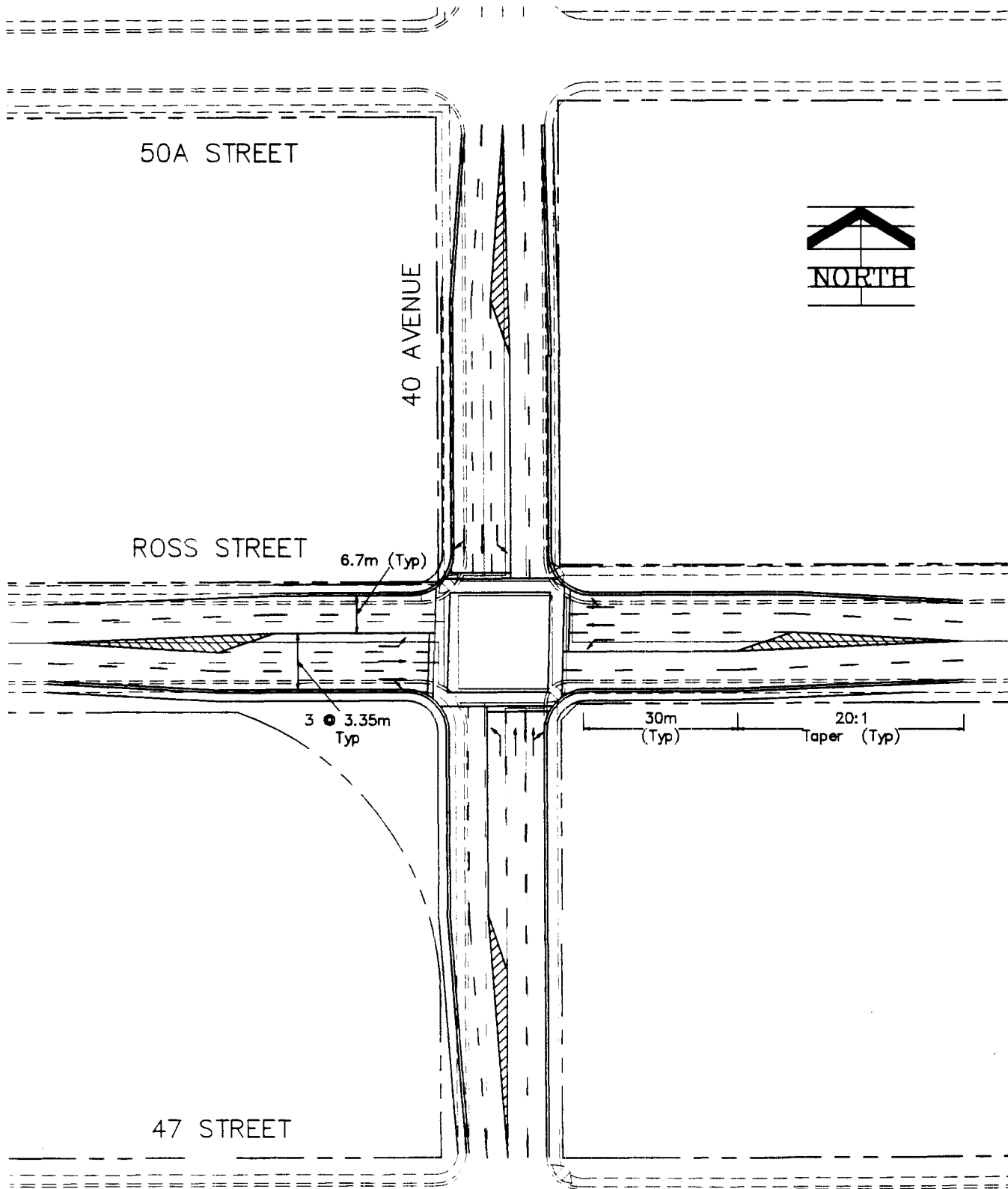




5. Realign Spruce Drive midway between 37 Street and 43 Street to reduce the curvature on the roadway, improve safety and increase capacity. Concurrent with this realignment it is recommended that the narrow section of Spruce Drive around 37 Street be widened to provide the opportunity for the future use of Spruce Drive as a four lane roadway when it is determined to be required. (Figure 6.6)
6. Reduce congestion on Ross Street by adding left turn lanes at the 40 Avenue intersection and banning parking during peak hours from 39 Avenue to Deer Home Road as is currently done on Ross Street west of 39 Avenue. (Figure 6.7)
7. Widen Gaetz Avenue to a six lane divided urban arterial cross-section from north of 71 Street to north of 77 Street to address increasing levels of congestion on this section of roadway.
8. Twin the existing two lane urban cross-section of Taylor Drive from 77 Street to Edgar Drive to create a four lane divided urban arterial cross-section. This improvement is not required due to traffic volumes, but is intended to provide a continuous high quality alternative route to the relatively congested Gaetz Avenue.
9. Extend Ross Street from 30 Avenue east to Rutherford Drive as a four lane divided urban arterial cross-section and as the initial two lanes of a four lane divided urban arterial cross-section to the proposed east collector roadway in Rosedale East as required to service residential development in the area.
10. Extend 32 Street from Lockwood Avenue east to the east collector roadway as the initial two lanes of a four lane divided urban arterial cross-section as required to service residential development in the area.

Table 6.1 summarizes the recommended improvements and their estimated cost.

Table 6.2 summarizes the existing and projected 68,000 Population Horizon daily traffic volumes and an approximation of level of service on the arterial roadway network as calculated by the transportation model. Figure 6.8 graphically illustrates the projected traffic volumes. It should be noted that the existing daily traffic volumes as estimated by the transportation model will differ from actual count data. The existing daily traffic volume numbers are provided as a reference only to illustrate projected growth in traffic volumes and should be quoted with caution. As well, the volume to capacity ratios quoted are based solely on link capacities and do not include



Street and on Gaetz Avenue between 77 Street and Highway 11A. Due to the wide range of concerns it addresses, it is the recommended alternative.

It should be noted that the analysis of the Northland Drive crossing alternative indicated that it will be a very attractive alternative river crossing. In fact, the model suggests it will be so attractive that estimated travel demand on this new link could be high enough to warrant to consider constructing it initially as a four lane facility instead of following the usual practice of constructing a two lane facility as an initial stage.

No capacity constraints on through routes are expected to become apparent in the downtown area at this population horizon. However, as previously noted the transportation model treats zones as distinct origins and destinations and generally does not model the circulation movements within zones that occur as motorists search for parking or move from destination to destination on multi-purpose trips. Therefore, congestion on downtown streets with on-street parking and at some intersections around major parking areas may become evident due to these circulation movements. Many would consider this type of congestion as the sign of a vibrant downtown, while the solution to the traffic congestion problem (removing on-street parking, road widenings, etc.) may have significant impacts on the viability of the downtown as a whole. Nonetheless, some minor intersection improvements may be required to deal with localized problems.

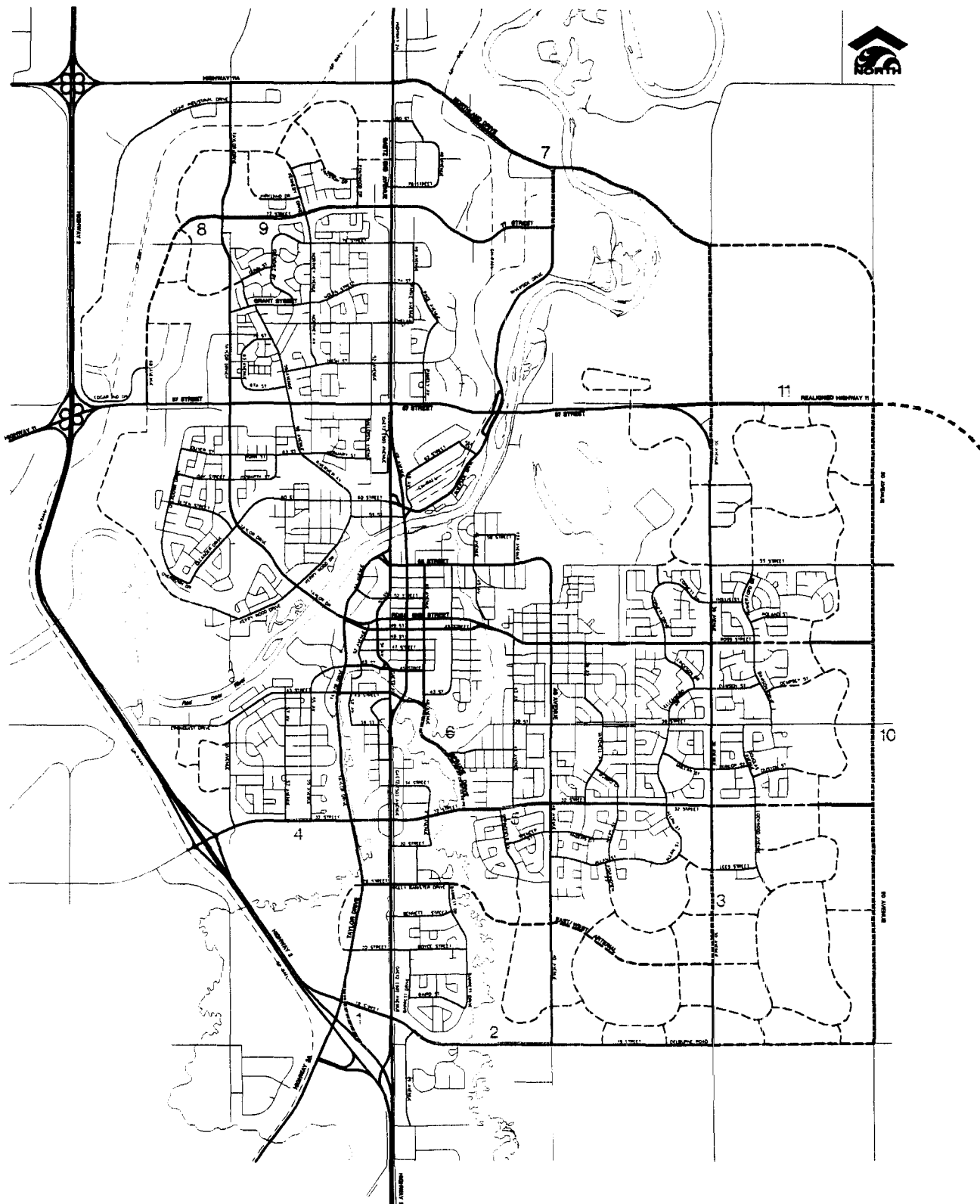
7.3.3 North Red Deer

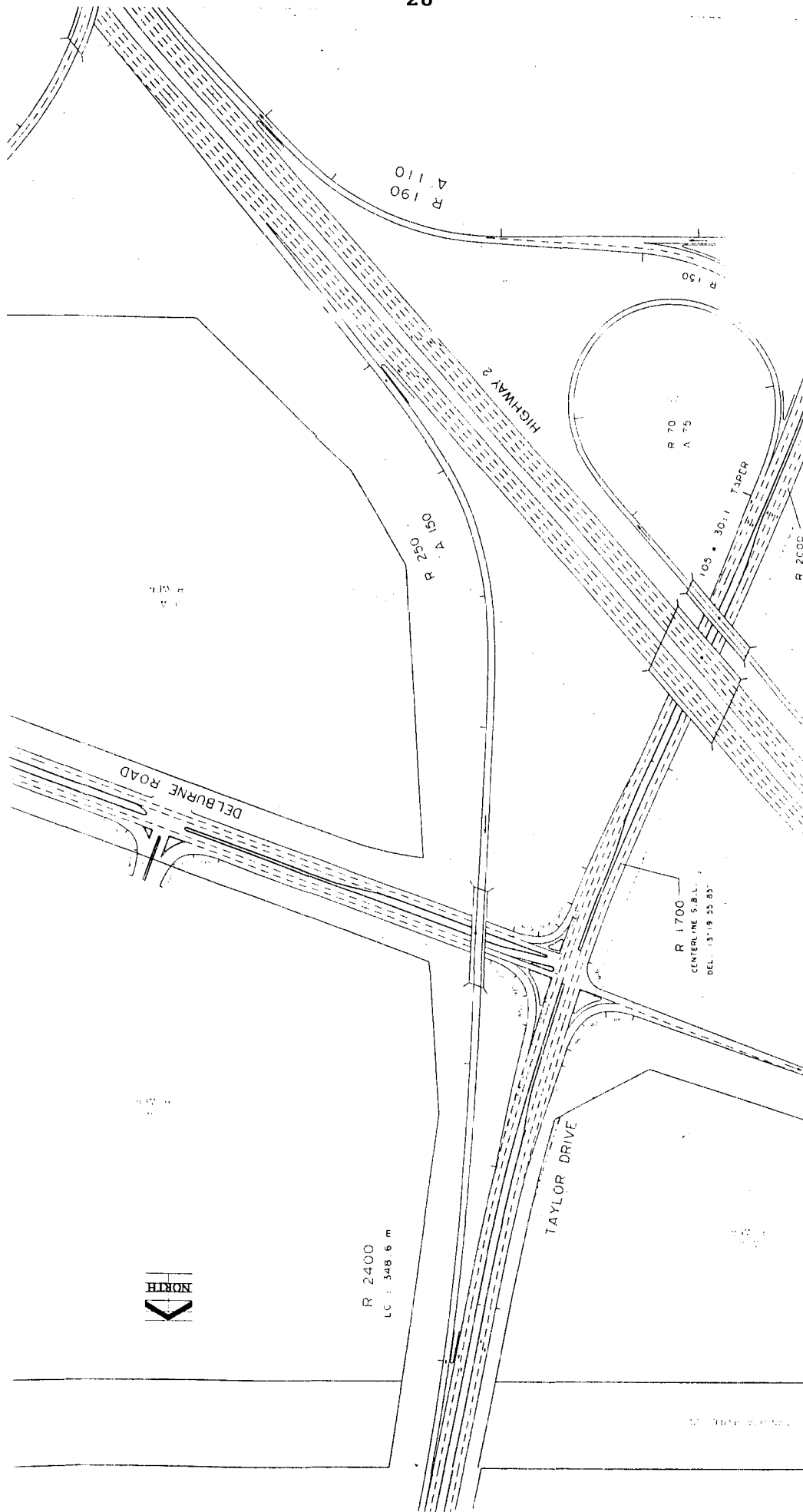
With the implementation of the Northland Drive crossing alternative, most of the major contentious areas of congestion are resolved. Other areas of congestion are easily addressed by upgrading existing two-lane roadways to their ultimate four lane divided cross-section.

7.4 RECOMMENDED IMPROVEMENTS

Figure 7.2 illustrates the recommended improvements to accommodate the projected traffic volumes at the 85,000 Population Horizon. Specific improvements include:

1. Construct the Highway 2 northbound to Taylor Drive ramp. (Figure 7.3) It should be noted that using a cost benefit methodology originally developed by the consultant for the City of Lethbridge, construction of this ramp would show a benefit/cost ratio of over 1.5 if constructed immediately. This ratio increases as



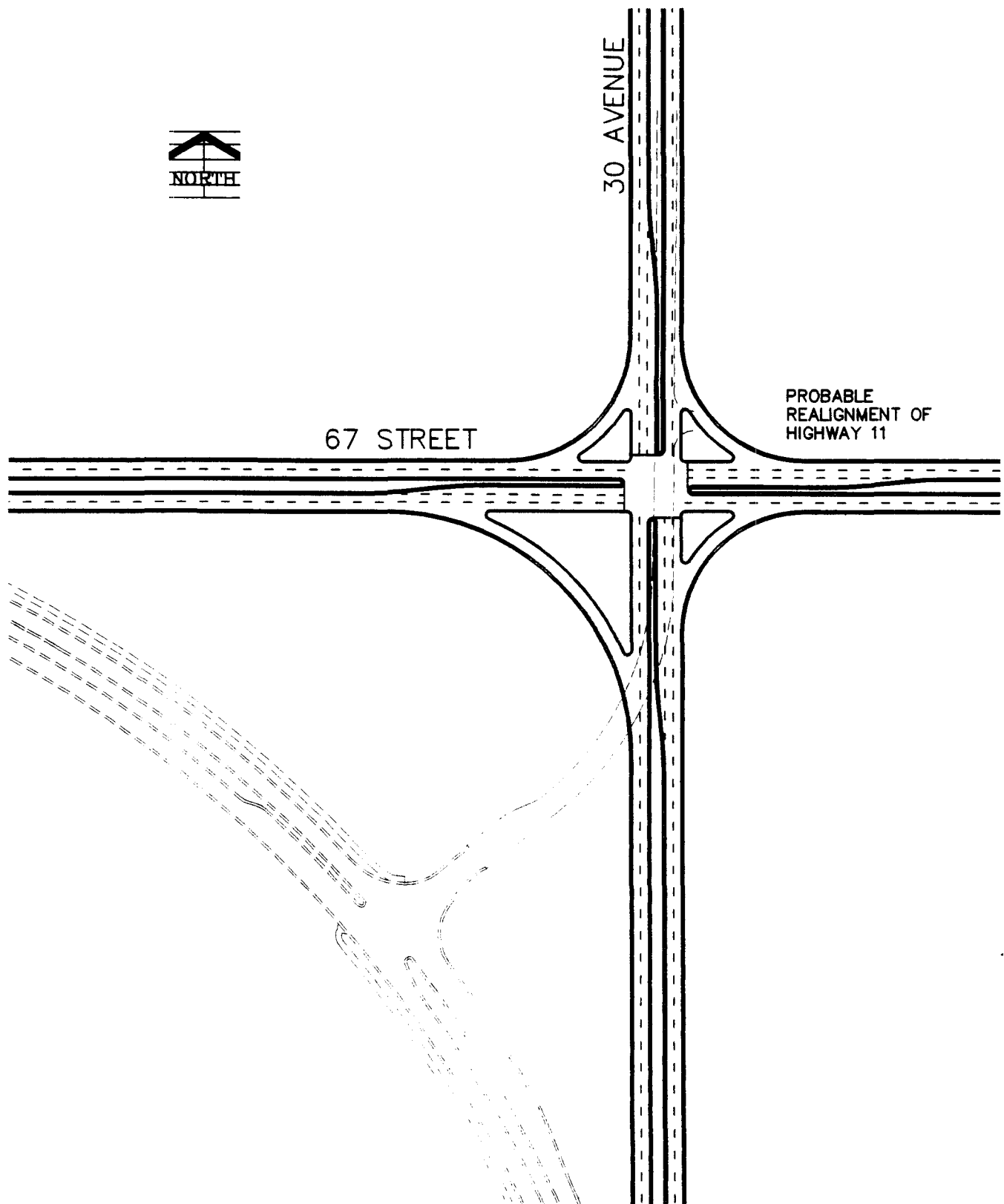


CITY OF RED DEER
19% TRANSPORTATION PLAN UPDATE

FIGURE 73
Highway 2 Northbound to
Taylor Drive Ramp

the population of Red Deer increases and peaks at about 3.0 at around the 75,000 Population Horizon. Delaying construction of this ramp until approximately this population horizon will maximize its benefits.

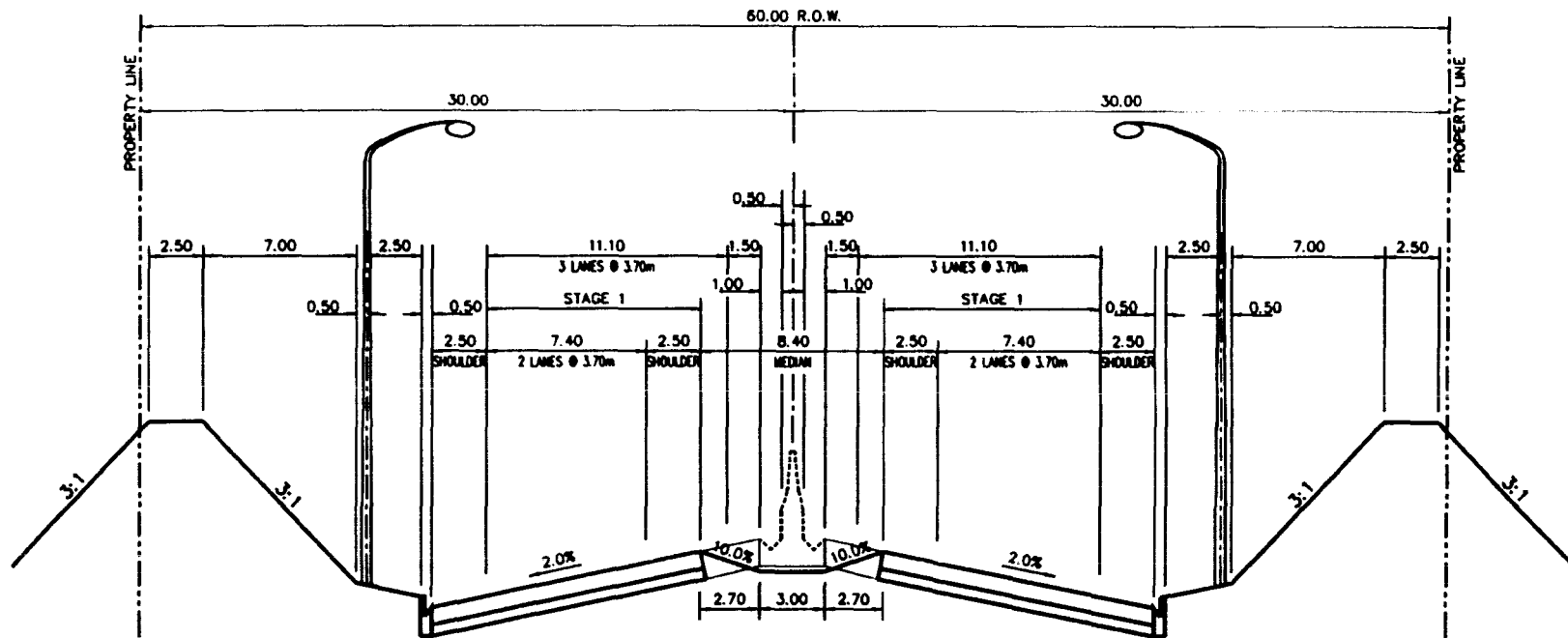
2. Upgrade Delburne Road from 40 Avenue to the Westerner access to create a four lane divided urban arterial cross-section to provide an alternative route to 32 Street.
3. Upgrade 30 Avenue from Lees Street to 28 Street to a four lane divided urban arterial cross-section to service residential development in the area.
4. Construct a third access to Red Deer College from 32 Street to relieve congestion on 32 Street.
5. Widen 32 Street from Spruce Drive to 40 Avenue to a six lane divided urban arterial cross-section to relieve congestion on 32 Street.
6. Restripe Spruce Drive/48 Avenue and ban parking as required during peak hours to increase capacity by providing four travel lanes from 32 Street to 45 Street.
7. Construct the Northland Drive/30 Avenue crossing of the river as a four lane divided urban arterial cross-section. Reconfigure the 67 Street/30 Avenue intersection. (Figure 7.4) An interim stage would be the construction of a two lane cross-section however, unless it is built early in this population horizon this interim stage is not expected to be adequate for many years. It should also be noted that if construction of this link is delayed to near the end of the 85,000 Population Horizon then widening of Gaetz Avenue from 77 Street to Highway 11A to a six lane cross-section may be required to address congestion along this section of Gaetz Avenue.
8. Extend Johnstone Drive west of Taylor Drive as a four lane undivided urban arterial cross-section to service development in the area. While only two lanes are required for capacity purposes, the arterial roadway designation is important to ensure adequate access control and roadway geometrics is provided on this roadway to accommodate the significant volumes of truck traffic which can be expected to utilize this roadway.
9. Twin 77 Street from Kentwood Drive to Taylor Drive to create a four lane divided urban arterial cross-section.



10. Construct the initial two lanes of 20 Avenue, as warranted by development, from Delburne Road to 67 Street. As discussed in Section 8, 20 Avenue may be selected as the alignment for an east by-pass and as such an adequate right-of-way should be preserved for an expressway standard roadway. Figure 7.5 illustrates the recommended ultimate cross-section and right-of-way requirements for an expressway standard cross-section. Connections to the arterial roadway network should be spaced approximately 2 kilometres and should be provided at Delburne Road, 32 Street, Ross Street and 67 Street. The connections at 32 Street and Ross Street would initially have two lane urban arterial cross-sections.
11. Extend 67 Street from 30 Avenue to 20 Avenue as a four lane divided urban arterial cross-section concurrent with the probable realignment of Highway 11 east of the City by Alberta Transportation & Utilities.

Table 7.1 summarizes the recommended improvements and their estimated cost.

Table 7.2 summarizes the existing and projected 85,000 Population Horizon daily traffic volumes and an approximation of level of service on the arterial roadway network as calculated by the transportation model. Figure 7.6 graphically illustrates the projected traffic volumes. It should be noted that the existing daily traffic volumes as estimated by the transportation model will differ from actual count data. The existing daily traffic volume numbers are provided as a reference only to illustrate projected growth in traffic volumes and should be quoted with caution. As well, the volume to capacity ratios quoted are based solely on link capacities and do not include the delays associated with intersections which the transportation model and this study considered in defining the recommended improvements.



suggests otherwise, although upgrading these roadways will still be desirable in order to service continued residential growth in southeast Red Deer.

Construct Molly Banister Drive From Barrett Drive to 40 Avenue

This alternative adequately reduces the congestion on 32 Street west of 40 Avenue. However, as previously noted this alternative potentially has significant environmental impacts and has been vigorously opposed by some members of the public. This alternative should only be considered after the other alternatives have been tried and found to be inadequate. To ensure that this alternative is available in the long-term future, it is recommended that a right-of-way for this alignment be protected.

Do Nothing

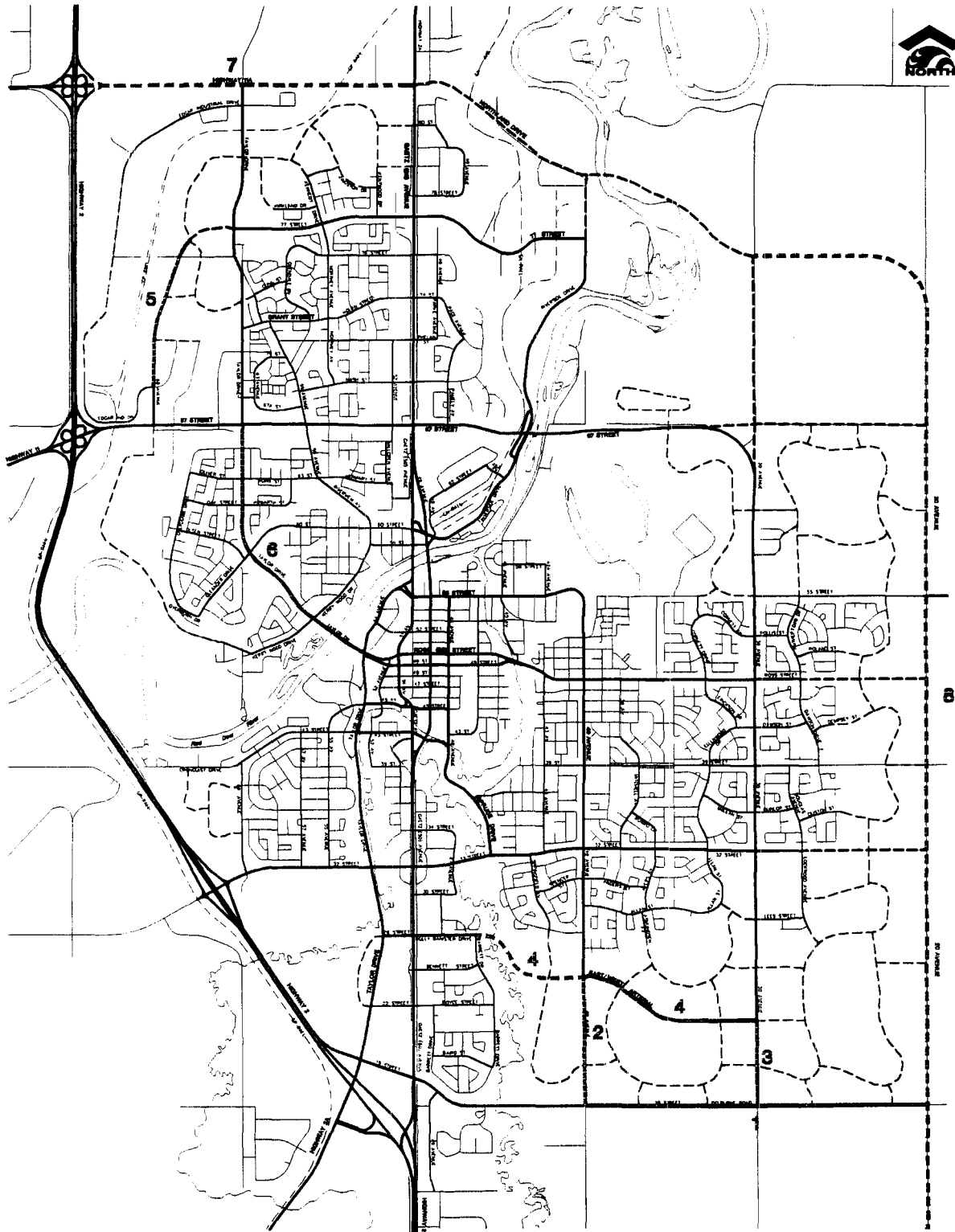
While projected levels of congestion on 32 Street will be higher than currently acceptable levels, motorists in a city of 115,000 may well be willing to accept these levels of congestion rather than construct the Molly Banister Drive extension to 40 Avenue. However, this possibility will not be known for many years.

This alternative is the recommended approach at this time, but only as a means to delay making a decision on constructing the extension to Molly Banister Drive until the need for it can more clearly be identified. In the consultant's opinion, there are too many unknowns and too many objections to extending Molly Banister Drive to make this decision at this point in time. In any case, as previously noted under the Molly Banister Drive Extension alternative, a right-of-way for the extension should be protected so that the extension could be constructed if it is determined to be the appropriate alternative. Even if the Do Nothing alternative proves to be the best alternative, this right-of-way will still be useful for utilities and recreational purposes.

8.4 RECOMMENDED IMPROVEMENTS

Figure 8.2 illustrates the recommended improvements to accommodate the projected traffic volumes to the 115,000 Population Horizon. Specific improvements include:

1. Upgrade Delburne Road from 40 Avenue to 20 Avenue as a four lane divided urban arterial cross-section. This upgrading could be done in stages (40 Avenue to 30 Avenue and 30 Avenue to 20 Avenue) as required by residential development.
2. Twin 40 Avenue to Delburne Road to create a four lane divided urban arterial cross-section as required by residential development.



3. Twin 30 Avenue to Delburne Road to create a four lane divided urban arterial cross-section as required by residential development in the area.
4. Construct a new east-west four lane divided urban arterial cross-section roadway between 32 Street and Delburne Road from 40 Avenue to 30 Avenue as required to service residential development. An interim stage would be to construct the initial two lanes of this cross-section. Protect a right-of-way for this arterial from 40 Avenue to Molly Banister Drive at Barrett Drive.
5. Extend Johnstone Drive north to 77 Street as a four lane undivided urban arterial cross-section as required by development. While only two lanes are required for capacity purposes, the arterial roadway designation is important to ensure adequate access control and roadway geometrics is provided on this roadway to accommodate the significant volumes of truck traffic which can be expected to utilize this roadway.
6. Widen Taylor Drive from 67 Street to Ross Street to 6 lanes as warranted by congestion levels.
7. Twin Highway 11A from Highway 2 to Gaetz Avenue.
8. Consider developing 20 Avenue as an east by-pass of the City connecting Highway 2 near McKenzie Road to Highway 2A near Highway 11A. As a by-pass the roadway should be constructed to an expressway standard as illustrated in Figure 7.5. The alignment of the roadway can either be along 20 Avenue or alternatively another alignment to the east. Intersections should be spaced at 2 kilometres and would include Delburne Road, 32 Street, Ross Street and 67 Street.

Table 8.1 summarizes the recommended improvements and their estimated cost.

Table 8.2 summarizes the existing and projected 115,000 Population Horizon daily traffic volumes and an approximation of level of service on the arterial roadway network as calculated by the transportation model. Figure 8.3 graphically illustrates the projected traffic volumes. It should be noted that the existing daily traffic volumes as estimated by the transportation model will differ from actual count data. The existing daily traffic volume numbers are provided as a reference only to illustrate projected growth in traffic volumes and should be quoted with caution. As well, the volume to capacity ratios quoted are based solely on link capacities and do not include

Comments:

We concur that this item be tabled to the Council Meeting of January 27, 1997 at 7:00 p.m. We have included the Executive Summary of the report on the agenda. The full report and comments received from the public are being submitted as an attachment to the agenda.

We remind Council to retain their copy of the Transportation Plan Update report and to bring same to the Council Meeting of January 27, 1997 as we will not be providing a further copy at that time.

"G. D. Surkan"
Mayor

"H. M. C. DAY"
City Manager

Council Decision - December 16, 1996 Meeting

DATE: December 17, 1996
TO: Engineering Department Manager
FROM: City Clerk
RE: **TRANSPORTATION MASTER PLAN UPDATE**

FILE

Reference Report: Engineering Department Manager dated December 10, 1996

Resolution Passed:

"RESOLVED that Council of The City of Red Deer, having considered report from the Engineering Department Manager dated December 10, 1996, re: Master Transportation Plan Update, hereby agrees to table said matter until the January 27, 1997 Council Meeting."

Report Back to Council Required: Yes, Council Meeting of January 27, 1997.
This item is scheduled for 7:00 p.m.

Comments/Further Action: Report required indicating whether the concerns of those letters received from the public have been addressed within the Transportation Master Plan Update.



Kelly Kloss
City Clerk

KK/clr

c Director of Development Services
Director of Community Services
Principal Planner

FILE

FILE No.



THE CITY OF RED DEER

P. O. BOX 5008, RED DEER, ALBERTA T4N 3T4

FAX: (403) 346-6195

City Clerk's Department
(403) 342-8132 FAX (403) 346-6195

December 18, 1996

Christine & John Traynor
104 Grant Street
Red Deer, AB T4P 2L4

Dear Mr. & Mrs. Traynor:

Further to my letter of July 30, 1996 concerning your request to remove the stop sign adjacent to your property at 104 Grant Street, I would advise as follows.

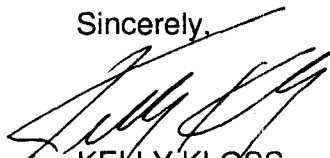
At the City of Red Deer Council meeting held on December 16, 1996, Council agreed that the Transportation Master Plan Update be considered at the Council meeting of Monday, January 27, 1997, at 7:00 p.m. in the Council Chambers, second floor, City Hall.

For your information, I have attached those pages from the document that pertain to Grant Street. Once Council has reviewed and agreed on a course of action for this area, we will then be in a position to recommend whether the stop sign can be removed or not.

Following direction from Council relative to the Transportation Master Plan Update Report, we will then be reviewing your request and presenting a recommendation back to Council at a subsequent meeting. You are, however, invited to attend the January 27, 1997 Council meeting.

If you have any questions or require further clarification, please do not hesitate to call me.

Sincerely,



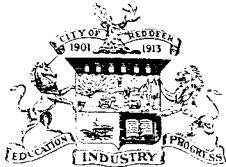
KELLY KLOSS
City Clerk

KK/lb
Attach.

c. Engineering Department Manager
Principal Planner



*a delight
to discover!*



October 1, 1996

BACKUP INFORMATION
NOT SUBMITTED TO COUNCIL

Mr. Guy Hitchcock
4505 35th St. Cres.
Red Deer, AB T4N 0P6

Dear Guy:

Thank you for taking the time to share your thoughts with me regarding Red Deer's long-range traffic planning.

As you may be aware, the City is currently working with a transportation consultant to update our plans and identify effective ways to deal with the future growth of the community. This is a process Council has been committed to for some time.

Council members realize that there will be a number of issues to resolve as a result of conflicting needs and priorities associated with normal community growth. We look forward to the input of community members, such as yourself, in resolving those issues.

At this point we are in the very early stages of the transportation review. So far, the consultant has only identified issues and started to gather some of the relevant information, such as traffic counts. The next step will be to analyze that information and prepare some alternative solutions for discussion with the community. We realize that everyone needs good information on what the tradeoffs will be, before they decide which alternatives they prefer.

The extension of Molly Bannister Drive is only one of the issues being studied. Though the extension has been in the existing transportation plan for some time, Council members recognize that the needs and priorities of the community may be changing and alternatives need to be actively considered. This is one very real example of why the transportation plan requires updating.

I understand and appreciate your position and I know it is shared by many others. We also hear from citizens who are very concerned about the potential impact of the suggested alternatives to the Molly Bannister extension. It's clear that we need more discussion.

THE CITY OF RED DEER

Box 5008, Red Deer, Alberta, Canada T4N 3T4 Telephone: (403) 342-8155 Fax: (403) 346-6195

October 1, 1996

Page 2

I look forward to the participation of concerned citizens on all aspects of our updated transportation plan. I encourage you to watch for the advertisements regarding public involvement—the ads will run in the *Advocate*, probably in October or November.

Once again, thank you for taking the time to put your thoughts to paper. I appreciate your input, and I will circulate your letter to members of Council as well as to staff members involved in our transportation plan update.

Sincerely yours,



GAIL SURKAN
Mayor

BACKUP INFORMATION
NOT SUBMITTED TO COUNCIL

- c Members of Council
- c Mike Day, City Manager
- c Bryon Jeffers, Director of Development Services
- c [REDACTED]

COUNCIL MEETING OF DECEMBER 16, 1996

ATTACHMENT TO REPORT ON OPEN AGENDA

RE:

Transportation Master Plan Update



**City of Red Deer
1996 Transportation
Plan Update
Draft Final Report**

Prepared for,

City of Red Deer

Prepared by,

IMC Consulting Group Inc.

December, 1996

E4-0185-1



8 December 1996
File: E4-0185-1

City of Red Deer
Engineering Department
4914 - 48 Avenue
Red Deer, AB
T4N 3T4

Attention: Ken Haslop, P.Eng.

Dear Sir:

**Reference: City of Red Deer
1996 Transportation Plan Update**

We are pleased to submit 20 copies of our revised draft Final Report of the 1996 Transportation Plan Update for City Council's review and comment. Copies have been forwarded under separate cover to Alberta Transportation & Utilities and Parkland Community Planning Services for their comment.

We look forward to receiving City Council's input on the report early in 1997. Should you have any questions regarding the contents or layout of the report, please contact the undersigned.

Sincerely,

IMC CONSULTING GROUP INC.

A handwritten signature in dark ink, appearing to read "Carl Clayton". The signature is written in a cursive style with a long horizontal stroke extending to the right.

Carl Clayton, P.Eng.
Principal

Enclosure

cc: Michael Clulow, AT&U
Mike Koziol, AT&U Red Deer
Paul Meyette, Parkland Community Planning Services

c:\c\data\reddeer letter.doc



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Executive Summary

BACKGROUND

The last review of the City of Red Deer's overall transportation network was completed in 1990. Since that time a significant number of changes to the City's roadway network have occurred, including the completion of Taylor Drive, which may have changed travel patterns substantially. The City continues to grow and in order to plan objectively the need for and timing of a number of potential roadway network improvements, the City retained IMC Consulting Group Inc. in April, 1996 to undertake the 1996 Transportation Plan Update.

STUDY OBJECTIVES

The primary study objectives are to investigate, assess alternatives using a computerized transportation model and recommend the roadway network necessary to accommodate the following population levels for the City of Red Deer:

- Short-Term (68,000) Population Horizon
- Long-Term (85,000) Population Horizon
- Ultimate (115,000) Population Horizon

In addition, a number of specific roadway link and planning issues were to be addressed as part of this assessment. These included an assessment of shortcutting along Grant and Nolan Streets and how revisions to the roadway network in and around Taylor Drive might address this issue as well as an assessment of the City's noise policy as it relates to existing residential areas.

STUDY PROCESS

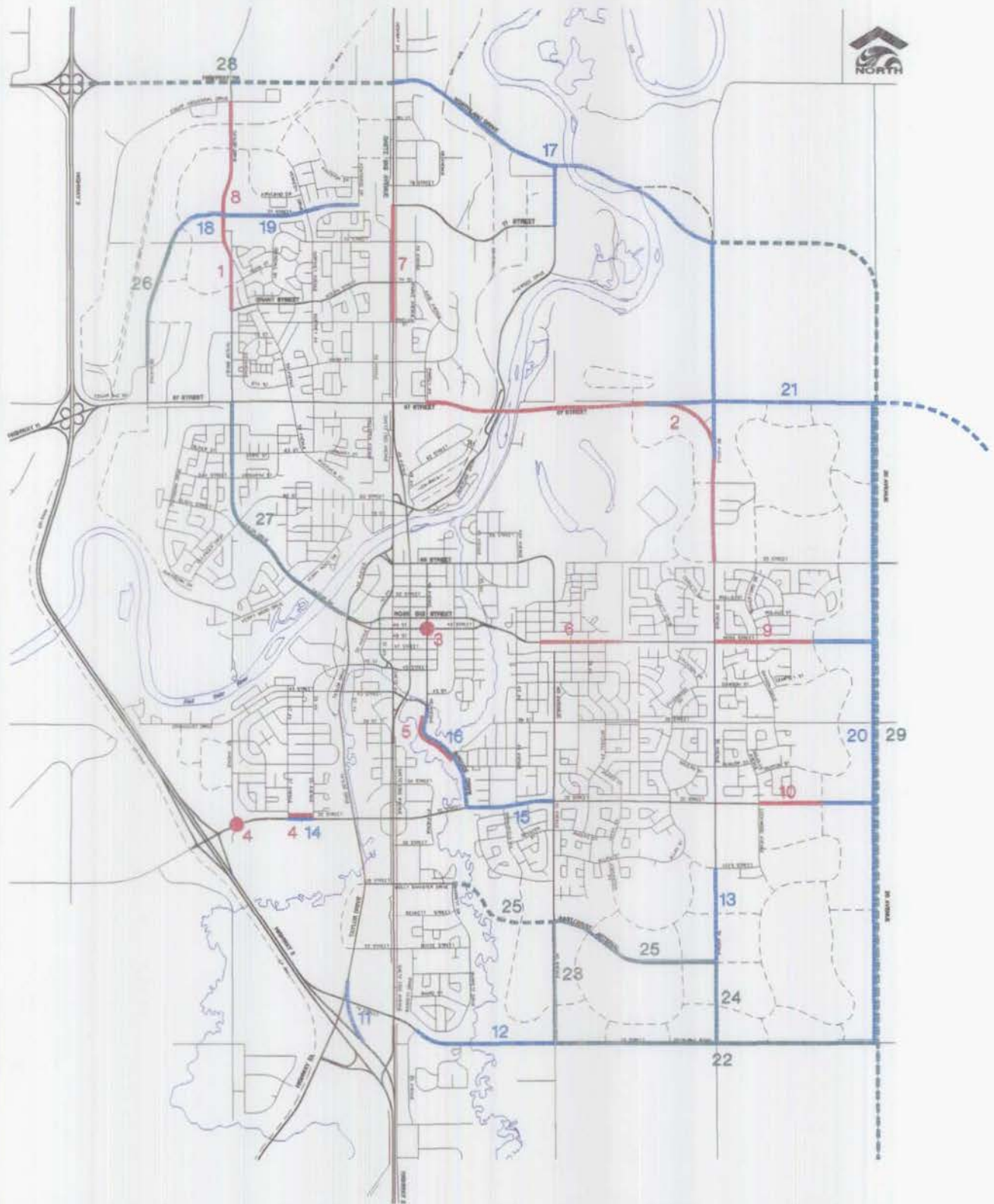
As an initial step in the study process, a computerized transportation model was developed that allowed alternative growth scenarios and transportation networks to be evaluated in a rational and consistent manner. To update the City's traffic count database and calibrate the computerized transportation model, a series of 24 hour, 7 day automatic traffic counts and peak hour manual intersection counts were then done.

Three public meetings were held in late June ,1996 to allow the public to identify areas of concern and provide comments on possible new or upgraded roadway links. While a wide range of issues were raised by the public, the primary focus of public input was on the potential extension of Molly Banister Drive across Piper Creek. In general, comments received indicated a strong preference to accepting higher levels of congestion or to developing alternative travel corridors to avoid the need to construct this link. This willingness to accept a higher level congestion to delay the need for expenditures of funds on transportation infrastructure in general and the desire to avoid constructing the extension of Molly Banister Drive across Piper Creek was repeated at the public meeting held in October 1996 to present the draft recommended plan.

When evaluating the need for transportation infrastructure improvements, an acceptable maximum level of congestion needs to be established. This acceptable maximum level of congestion varies from community to community and typically parallels the size of the community. For example, a level of congestion that motorists in Toronto are prepared to tolerate is usually not considered tolerable in Edmonton or Calgary. Likewise, what motorists are prepared to tolerate in Edmonton or Calgary on a regular basis is unlikely to be acceptable in smaller cities such as Red Deer. Based on input from City of Red Deer staff and the consultant's experience in other similar sized cities in Western Canada, a Level of Service C was defined as the point at which congestion would begin to become a concern to Red Deer motorists. Using the computerized transportation model, this level of congestion was used to assess initially the need for and timing of improvements to the transportation network. This theoretical need was then balanced against the public input received to produce the recommended plan. It should be noted that the public input which indicated a willingness to accept higher levels of congestion played an important role in the decision to delay or potentially eliminate the implementation of a number of major transportation network improvements that were deemed to have significant financial, social or environmental impacts.

RECOMMENDED PLAN

Figure 1 and Table 1 summarize the recommended plan, the recommended staging of the plan and associated costs to implement the various components of the plan.



LEGEND

- 68,000 POPULATION HORIZON
- 85,000 POPULATION HORIZON
- 115,000 POPULATION HORIZON

CITY OF RED DEER
1996 TRANSPORTATION PLAN UPDATE

FIGURE 1
Recommended Staging Plan

Table 1a
Summary of Roadway Network Improvements
68,000 Population Horizon

| Item | Length | Estimated Cost (1) (1996 dollars) |
|---|--------|--------------------------------------|
| 1. Upgrade Taylor Drive from Grant Street to 77 Street to a four lane divided urban arterial cross-section | 1.0 km | 2,400,000 |
| 2a. Twin 67 Street/30 Avenue from east of bridge to 55 Street to create a four lane divided urban arterial cross-section | 3.2 km | 4,000,000 |
| 2b. Twin 67 Street east of the river, the river bridge and the CN overpass | 1.0 km | 4,500,000 |
| 3. Relocate the Downtown Transit Transfer Site | N/A | 1,600,000 |
| 4. Red Deer College access improvements on 32 Street | N/A | 700,000 |
| 5. Realign Spruce Drive midway between 37 Street and 43 Street to improve safety and widen as required to be able to accommodate four lanes in the future | 0.6 km | 700,000 |
| 6. Add turn left lanes at the intersection of 40 Avenue/Ross Street and ban parking in the peak hours from 40 Avenue to Deer Home Road | N/A | 200,000 |
| 7. Widen Gaetz Avenue from north of 71 Street to north of 77 Street to a six lane divided urban arterial cross-section | 1.2 km | 2,000,000 |
| 8. Twin Taylor Drive from 77 Street to south of Hwy. 11A to create a four lane divided urban arterial cross-section | 1.0 km | 1,300,000 |
| 9. Extend Ross Street from 30 Avenue east to Rutherford Drive as a four lane divided urban arterial cross-section and beyond to the east collector roadway in Rosedale East as the initial two lanes of this same cross-section | 1.2 km | 2,100,000 |
| 10. Extend 32 Street from Davison Drive east to the east collector roadway as the initial two lanes of a four lane divided urban arterial cross-section | 0.6 km | 900,000 |

(1) Excludes property acquisition costs

Table 1b
Summary of Roadway Network Improvements
85,000 Population Horizon

| Item | Length | Estimated Cost (1) (1996 dollars) |
|---|--------|--------------------------------------|
| 11. Highway 2 Northbound to Taylor Drive Ramp | 1.0 km | 1,600,000 |
| 12. Upgrade Delburne Road from 40 Avenue to Westerner access to create a four lane divided urban arterial cross-section | 1.3 km | 3,200,000 |
| 13. Upgrade 30 Avenue from Lees Street to 28 Street to a four lane divided urban arterial cross-section | 0.6 km | 1,500,000 |
| 14. Construct a third access to Red Deer College from 32 Street | N/A | 400,000 |
| 15. Widen 32 Street from Spruce Drive to 40 Avenue to a six lane divided urban arterial cross-section | 1.0 km | 2,000,000 |
| 16. Ban parking as required during peak hours to provide four travel lanes from 32 Street to 45 Street | 1.5 km | 100,000 |
| 17. Construct the Northland Drive/30 Avenue crossing as a four lane divided urban arterial cross-section | 5.5 km | 35,000,000 to 40,000,000 |
| 18. Extend Johnstone Drive west of Taylor Drive as a four lane undivided urban arterial cross-section | 0.5 km | 1,000,000 |
| 19. Twin 77 Street from Kentwood Drive to Taylor Drive to create a four lane divided urban arterial cross-section | 1.4 km | 1,800,000 |
| 20. Construct 20 Avenue from Delburne Road to 67 Street as the initial two lanes of either a four lane divided urban arterial or a six lane divided expressway as required by residential development and provide connections to 20 Avenue by extending 32 Street and Ross Street | 7.6 km | 11,000,000 |
| 21. Extend 67 Street from 30 Avenue to 20 Avenue as a four lane divided urban arterial cross-section concurrent with the probable realignment of Highway 11 by AT&U | 2.8 km | 4,800,000 |

(1) Excludes property acquisition costs

Table 1c
Summary of Roadway Network Improvements
115,000 Population Horizon

| Item | Length | Estimated Cost (1) (1996 dollars) |
|--|---------------|--|
| 22. Upgrade Delburne Road from 40 Avenue to 20 Avenue as a four lane divided urban arterial cross-section | 3.2 km | 8,000,000 |
| 23. Twin 40 Avenue to Delburne Road to create a four lane divided urban arterial cross-section | 1.8 km | 2,300,000 |
| 24. Upgrade 30 Avenue to Delburne Road as a four lane divided urban arterial cross-section | 1.0 km | 2,400,000 |
| 25. Construct new east-west four lane urban arterial cross-section roadway between 32 Street and Delburne Road from 40 Avenue to 30 Avenue | 1.8 km | 4,300,000 |
| 26. Extend Johnstone Drive north to 77 Street as a four lane undivided urban arterial cross-section | 1.6 km | 4,200,000 |
| 27. Widen Taylor Drive from 67 Street to Ross Street to a six lane divided urban arterial cross-section | 3.0 km | 9,000,000 |
| 28. Twin Highway 11A from Highway 2 to Gaetz Avenue | 3.0 km | 3,500,000 |
| 29. Protect a right-of-way along 20 Avenue or an alternate route to the east for an expressway standard by-pass of the City from Highway 2 to Highway 2A | 12.0 km | N/A |

(1) Excludes property acquisition costs

1.0 Introduction

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1.0 Introduction

1.1 BACKGROUND

The last review of the City of Red Deer's overall transportation network was completed in 1990. Since that time a significant number of changes to the City's roadway network have occurred, including the completion of Taylor Drive, which may have changed travel patterns substantially. The City continues to grow and in order to plan objectively the need for and timing of a number of potential roadway network improvements, the City retained IMC Consulting Group Inc. in April, 1996 to undertake the 1996 Transportation Plan Update.

1.2 STUDY OBJECTIVES

The primary study objectives are to investigate and assess roadway network alternatives using a computerized transportation model and recommend the roadway network necessary to accommodate the following population levels for the City of Red Deer:

- Short-Term (68,000) Population Horizon
- Long-Term (85,000) Population Horizon
- Ultimate (115,000) Population Horizon

In addition, a number of specific roadway link and planning issues were to be addressed as part of this assessment. These included an assessment of shortcutting along Grant and Nolan Streets and how revisions to the roadway network in and around Taylor Drive might address this issue; and an assessment of the City's noise policy.

To update the City's traffic count database and provide information to calibrate the computerized transportation model, a series of 24 hour, 7 day automatic traffic counts and peak hour manual intersection counts were also to be done.

2.0 Existing (60,000 Population) Traffic Conditions

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2.0 Existing (60,000 Population) Traffic Conditions

2.1 EXISTING ROADWAY CLASSIFICATION

2.1.1 General

The two principal functions of a roadway are to provide mobility and to provide land access. However, from a design point of view these functions are not always complementary. For example, in order to provide mobility, high or constant speeds are desirable, while low or variable speeds are undesirable. Conversely in order to provide land access the opposite is usually the case as turning movements need to be accommodated. Therefore, for transportation planning and design purposes, roadways are most effectively classified by function rather than by traffic volume.

Once a roadway has been functionally classified, design criteria can be set and applied to encourage the intended use of the road. Design features that can convey the functional classification of the roadway to the driver include the width of the roadway, continuity of alignment, spacing of intersections, frequency and location of driveways, building setbacks, the design speed of the horizontal and vertical alignment and the type of traffic controls.

Although numerous sub-classifications are possible, there are four generally accepted categories of roadways. These categories are defined in the Transportation Association of Canada's Manual of Geometric Design Standards for Canadian Roads. The categories are Highway (Freeway, Expressway or Parkway in an urban area), Arterial, Collector and Local. These categories are described in the following sections.

2.1.2 Highways

A Highway's principal function is to provide through traffic movement and to accommodate longer distance type trips within a rural area. Few access points to a Highway are permitted and these are often controlled by a grade separated interchange. No direct access is usually permitted to individual developments unless they are of sufficient scale to require an interchange. In the vicinity of urban areas, traffic volumes on a Highway often exceed 20,000 vehicles per day. Highways in and around Red Deer include:

- Highway 2 on the west side of the City
- Highway 2A on the north and south side of the City
- Highway 11A on the north end of the City
- Highway 11 on the east and west side of the City
- Secondary Highway 595 (Delburne Road) on the south side of the City

2.1.3 Arterials

An urban arterial roadway provides for traffic movement and connects the principle areas of traffic generation in a community. Ideally, only other arterial roadways or collector roadways should intersect with urban arterials. Intersections, typically at a minimum spacing of 400 metres, are usually controlled by means of traffic signals, however in certain circumstances grade separated interchanges may be provided. Urban arterial roadways should desirably have no direct access to land developments and parking is generally not permitted on arterial roadways. Traffic volumes on urban arterials usually vary between 10,000 and 30,000 vehicles per day. Urban arterials in Red Deer include:

- Gaetz Avenue/49 Avenue/51 Avenue
- Taylor Drive/54 Avenue
- Spruce Drive/48 Avenue
- 30 Avenue
- 40 Avenue
- Riverside Drive
- 19 Street/Delburne Road
- 28 Street/Molly Banister Drive
- 32 Street
- 43 Street
- 45 Street - 48 Avenue to Taylor Drive
- Ross Street/49 Street
- 55 Street - Gaetz Avenue to 40 Avenue
- 67 Street
- 77 Street
- 68 Avenue - north of 67 Street

2.1.4 Collectors

The main functions of a collector roadway are to distribute traffic between arterial and local roads and to provide land access. Equal emphasis is placed on land access and

traffic distribution for collector roadways. In general, urban collector roadways accommodate most of the traffic movements within a neighbourhood and provide a link for traffic to travel from a local roadway to the nearest arterial roadway. These streets often serve as local bus routes. The average trip length is lower than an arterial roadway and average traffic volumes range between 1,000 and 12,000 vehicles per day. In residential areas, traffic volumes are usually kept below 5,000 or 6,000 vehicles per day unless some form of backing-on development is provided. Parking may be permitted on collector roadways.

2.1.5 Locals

A local roadway's function is to supply direct access to abutting land uses. These roadways provide the lowest level of traffic mobility in a community. Through traffic is discouraged and traffic volumes are usually below 1,000 vehicles per day. Local roads should not serve as bus routes. Parking is usually permitted on local roadways.

2.2 EXISTING TRAFFIC PATTERNS

2.2.1 1996 Traffic Count Program

As part of this study, a series of 24 hour, 7 day automatic traffic counts and some peak hour turning movement counts were completed. Summaries of these counts were provided to the City under separate cover.

2.2.2 Daily Traffic Volumes

Planning of roadway facilities is usually done on the basis of weekday traffic volumes. However, weekend and special event volumes may be considered in special cases.

The 7 day automatic traffic counts were reviewed to determine variations in the traffic patterns over the period of the week. In general, mid-week traffic volumes most closely approximate the average week-day traffic volumes although traffic volumes from Tuesday to Thursday can vary by 5 to 10% from the average weekday traffic. Daily traffic volumes on Fridays are typically 5 to 15% higher than the average weekday traffic volumes, while daily traffic volumes on Mondays are typically 5% lower than the average weekday traffic volumes.

2.2.3 Hourly Traffic Variation

Traffic volumes typically exhibit certain characteristics that remain relatively stable throughout the year and across many different roadways. One of these characteristics is the peak hour.

During the week, Monday to Friday, three peak periods occur between the hours of 0730 to 0930 (AM), 1130 to 1330 (Noon) and 1530 to 1800 (PM). In most cities, the PM peak period usually has the highest traffic volumes and is used for both roadway and traffic signal design. A review of the traffic counts done as part of this study confirmed that in Red Deer the PM peak hour has the highest traffic volumes. While the PM peak hour traffic volume as a percentage of the total daily volume varies depending on the location of the count, on average it represents 9 to 10% of the daily traffic volume.

2.3 DEFINITION OF ROADWAY CAPACITY

Roadway capacity is influenced by many factors. The most important of these factors is the motorist's perception of an acceptable amount of congestion and delay. The amount of congestion or delay is typically defined by the concept of Level of Service. Tables 2.1 and 2.2 summarize the characteristics of various Levels of Service for signalized and unsignalized intersections.

Table 2.1
Level of Service Characteristics
(Signalized Intersections)

| Level of Service | Overall Volume Capacity | Characteristics |
|------------------|----------------------------|---|
| A | <0.60 | Free Flow; low volumes and high speeds most drivers can select own speed. |
| B | 0.60 to 0.69 | Stable flow; speed restricted slightly by traffic |
| C | 0.70 to 0.79 | Stable flow; speed controlled by traffic. |
| D | 0.80 to 0.89 | Approaching unstable flow; low speed. |
| E | 0.90 to 0.99 | Unstable flow; low, varying speeds, volumes at or near capacity. |
| F | ≥ 1.0 | Forced flow; low speed; volume below capacity; stoppages. |

Table 2.2
Level of Service Characteristics
(Unsignalized Intersections)

| Level of Service | Average Total Delay (seconds/vehicle) |
|------------------|--|
| A | ≤ 5 |
| B | > 5 and ≤ 10 |
| C | > 10 and ≤ 20 |
| D | > 20 and ≤ 30 |
| E | > 30 and ≤ 45 |
| F | > 45 |

In larger cities, such as Edmonton and Calgary, motorists commonly experience delays and congestion and have come to accept them. Typically, roadway network improvements are usually not initiated until a Level of Service E or worse is reached. In smaller cities, such as Red Deer, motorists expectations typically are for much higher levels of service. The consultant's experience from other similar sized cities and input received from the City of Red Deer Engineering Department both indicate that motorists in Red Deer typically will not accept worse than Level of Service C before they begin to complain.

2.4 EXISTING ROADWAY NETWORK CONSTRAINTS AND CONCERNS

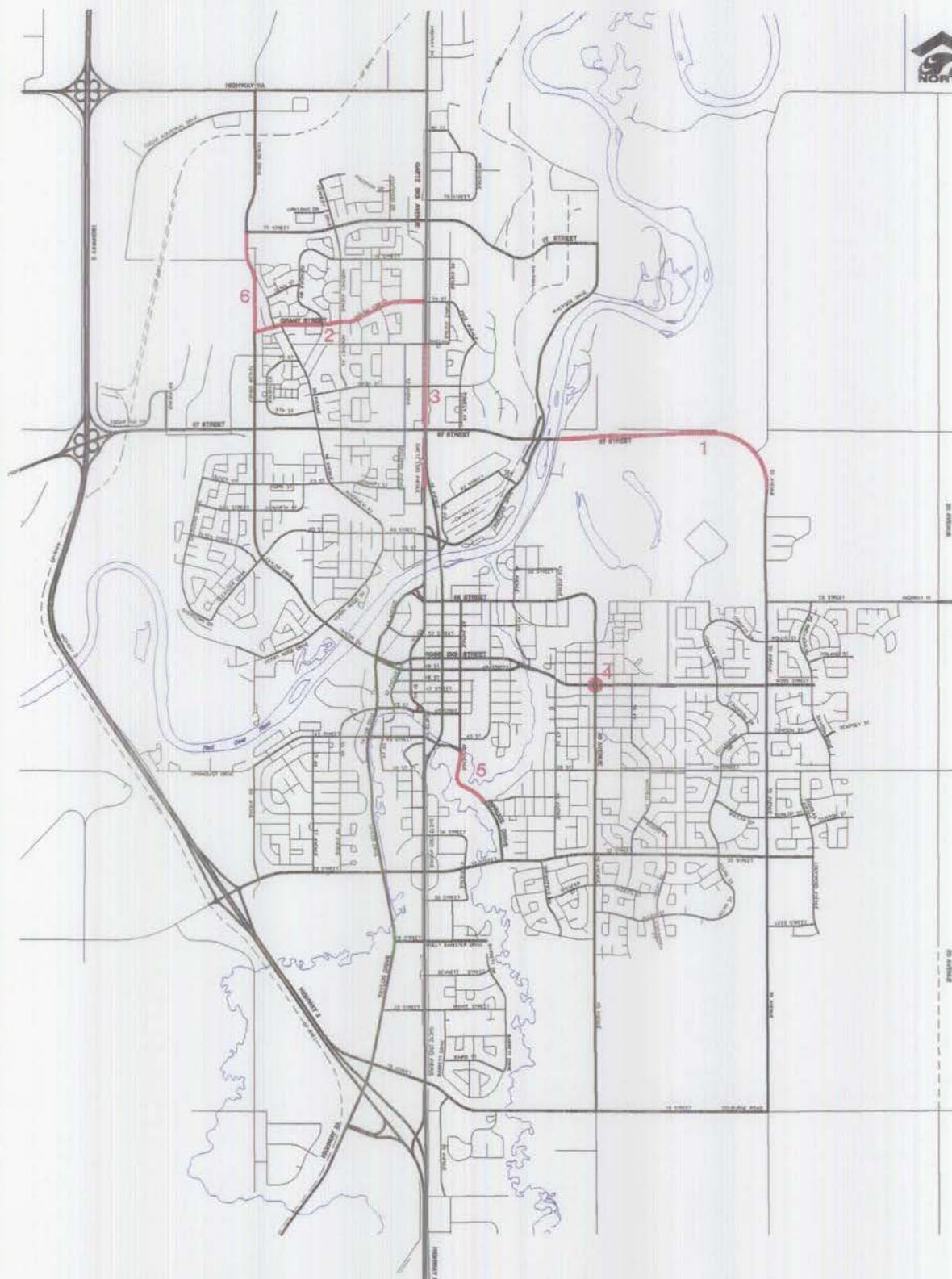
As an initial step in the study process, Open Houses were held in late June 1996 in South and North Red Deer to discuss issues of local concern. At the south Red Deer meeting over 100 people attended. The issue at this meeting was almost exclusively the need, or perhaps more correctly, the undesirability of extending of Molly Banister Drive from Barrett Drive to 40 Avenue.

At the north Red Deer meeting less than 10 people attended. The focus of the Open House was on the shortcutting issue on Grant and Nolan Streets.

A subsequent city-wide Open House was then held to receive input on issues in other locations throughout the city. Less than 30 people attended this Open House. A summary of the input received at these Open Houses is contained in Appendix B.

In addition to this solicited input, the Friends of Waskasoo Park circulated a petition in late June/early July and obtained 323 signatures on the petition opposing the extension of Molly Banister Drive and recommending improvement of Delburne Road as an alternative. The Friends of Waskasoo Park also placed an advertisement in the Red Deer Advocate on 4 July 1996 which contained a clip-out form opposing the extension of Molly Banister Drive. Approximately 532 of these forms were mailed in to the City of Red Deer. In addition, more than 30 letters were received by the City of Red Deer opposing the extension of Molly Banister Drive.

Figure 2.1 summarizes the key roadway network constraints identified by the Public at these Open Houses and from initial work with the transportation model.



LEGEND

1. 67 STREET - LONG UPHILL GRADIENT
2. GRANT STREET - SHORTCUTTING
3. GAETZ AVENUE - INADEQUATE CAPACITY
4. 40 AVE/ROSS ST. - LACK OF TURN LANES
5. SPRUCE DRIVE - INADEQUATE CAPACITY/SAFETY
6. TAYLOR DRIVE - INADEQUATE CAPACITY/ROADWAY STANDARD

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FIGURE 2.1
Existing Roadway Network
Constraints and Concerns

3.0 Transportation Zone System and Land Use

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3.0 Transportation Zone System and Land Use

3.1 TRANSPORTATION ZONE SYSTEM

A transportation zone system is used to disaggregate the Study Area into small areas. In developing the zone system for the City of Red Deer, the zone systems used by other studies and the Census data were reviewed to ensure that the zone system would use the majority of available data. The zone system was developed using the following guidelines where possible:

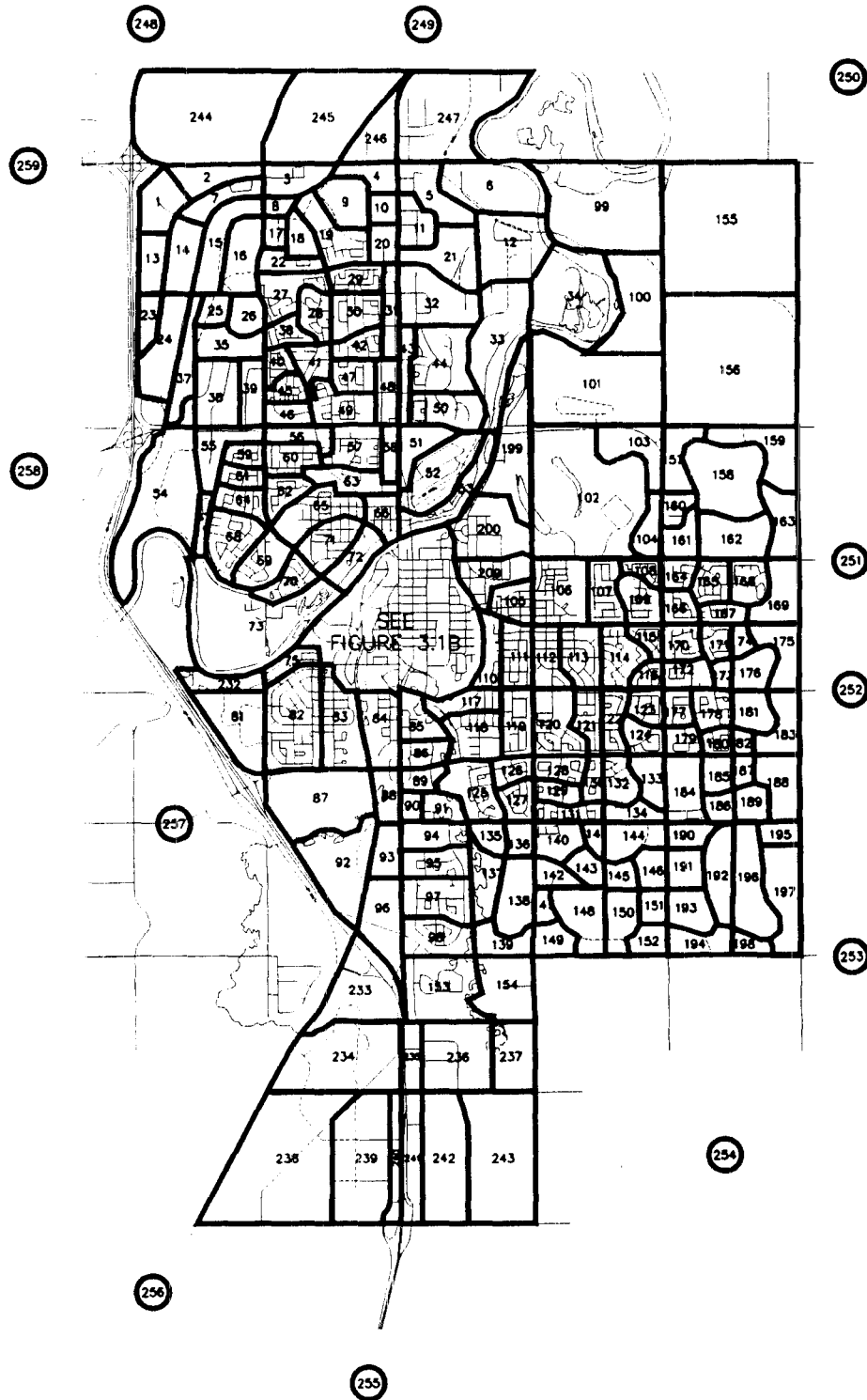
- provide realistic access to the roadway network; and,
- use natural boundaries (escarpments, rivers, etc.) and man-made boundaries (railways, highways, etc.).

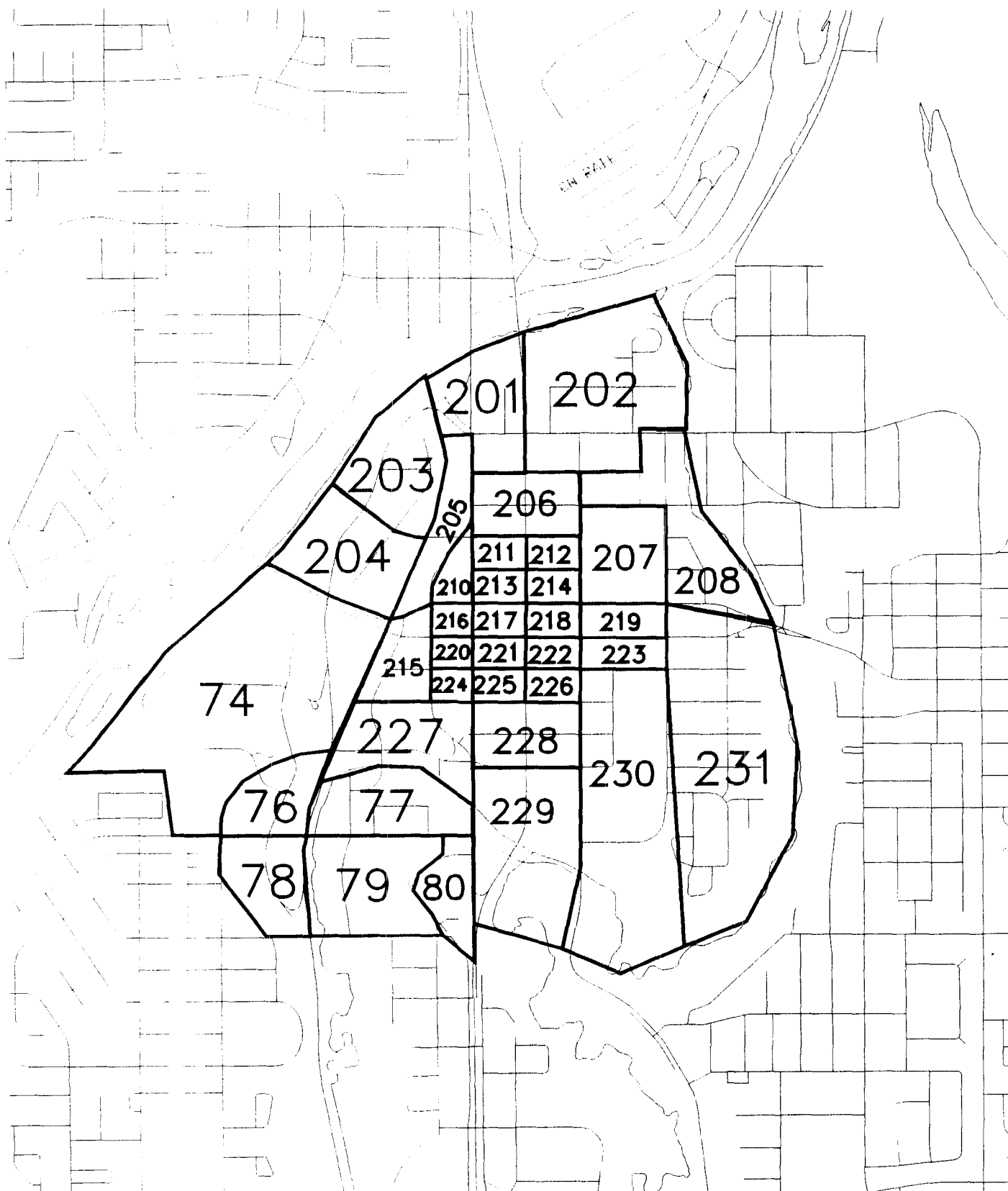
In addition to the above guidelines, the zone system must accommodate existing and future development within the City's Corporate Boundaries which resulted in 247 zones being identified. These zones within the Corporate Boundaries are referred to as internal zones. Twelve external zones were identified, which represent everything outside of the City of Red Deer.

Figure 3.1 illustrates the zone boundaries as well as the zone numbering scheme. The numbering generally follows a north to south pattern. The traffic modeling software selected for this study requires that the zone number have sequential, ascending numbers beginning with 1 in which the internal zones are numbered first, (1...247), and then the external zones, (248...259).

3.2 POPULATION AND EMPLOYMENT

In compiling the population and employment data, a number of reports and statistical databases were reviewed. These sources were used to estimate the existing and future population and employment data. A summary was presented to the City, Alberta Transportation and Utilities, and Parkland Community Planning in a "round table" discussion and a number of revisions suggested. The revisions identified in the discussion have been incorporated into the population and employment data and the resulting estimates and projections summarized in the Table in Appendix A. The





following sections provide a brief overview of the assumptions used to generate the data.

With over 240 internal zones, a superzone system that divides the City of Red Deer into six districts has been developed based on the City Geographical Districts used in the City of Red Deer Community Profile and Demographic Analysis. Figure 3.2 illustrates the superzone system.

3.2.1 Existing Horizon

The existing horizon has a population level of 59,725 and approximately 20,000 non-home based employment opportunities in the City of Red Deer held by residents of Red Deer based on the information contained in the City of Red Deer Community Profile and Demographic Analysis dated February 1996. In addition, to the 20,000 non-home based employment opportunities there are approximately 1,500 home based employment opportunities within the City boundaries, while nearly 1,200 residents of Red Deer work outside of the City boundaries. It should be noted that probably in the order of 20 to 25% of the total employment opportunities in the city are held by out of town residents according to the 1981 Federal census. These are not accounted for in the community profile data. This suggests that the total non-home based employment opportunities in the City is in the order of 25,000.

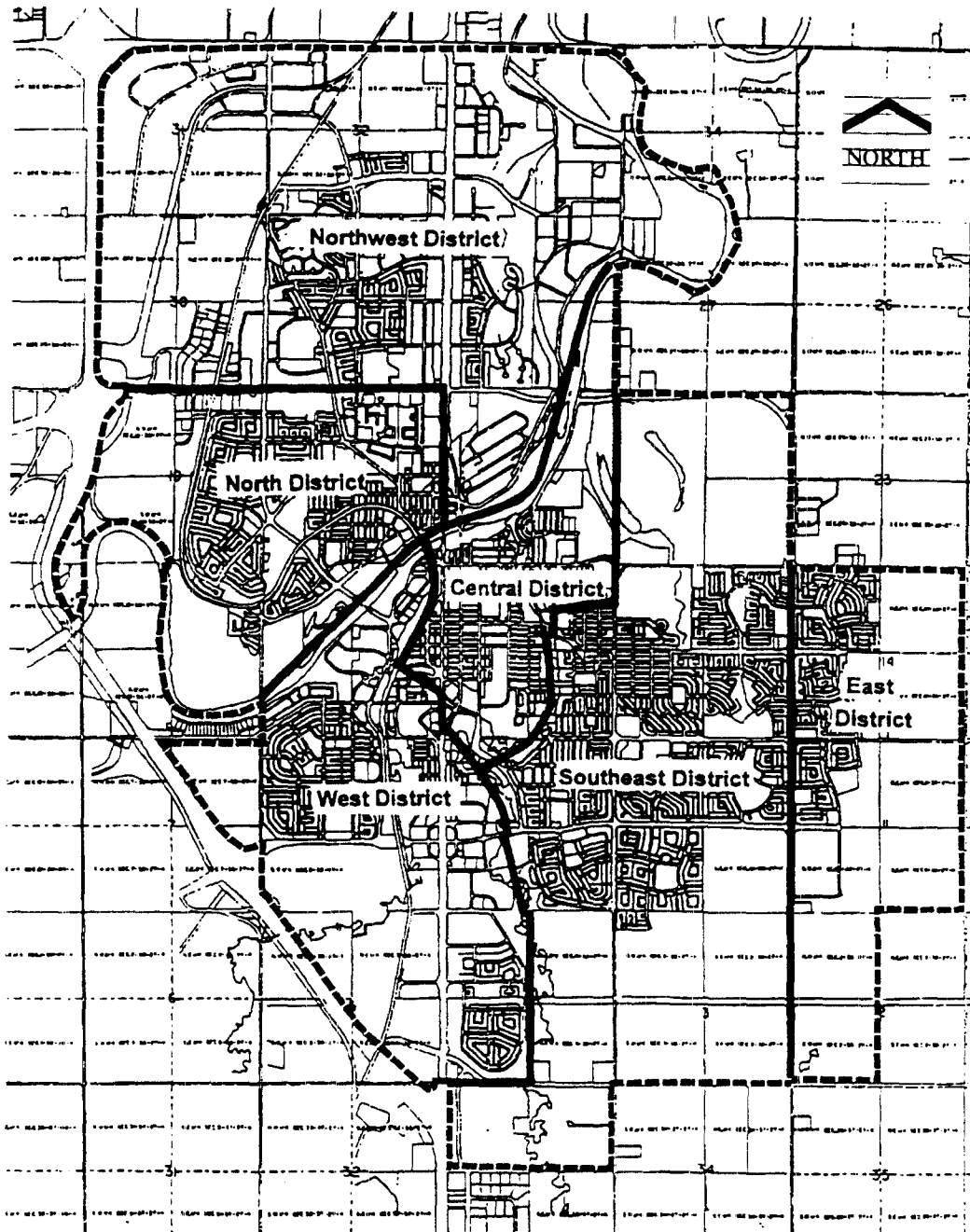
The distribution of employment to the individual zones was estimated based on land use and zone size. The employment type was estimated based on the land use designation within each zone. Figure 3.3 illustrates the overall distribution of population and employment to each of the major districts within the City of Red Deer.

3.2.2 68,000 Population Horizon

This population horizon represents the short term growth (approximately 10 years) within the City. Population growth is anticipated to occur in the east, southeast and northwest. Employment growth will be focused in the northwest and west. Figure 3.4 illustrates the overall distribution of population and employment to each of the major districts within the City of Red Deer.

3.2.3 85,000 Population Horizon

This population horizon represents the medium term growth within the City. Population growth is anticipated to occur in the east, northwest and southeast. Employment growth is anticipated to be focused in the west and northwest. Figure



3.5 illustrates the estimated overall distribution of population and employment to each of the major districts within the City of Red Deer.

3.2.4 115,000 Population Horizon

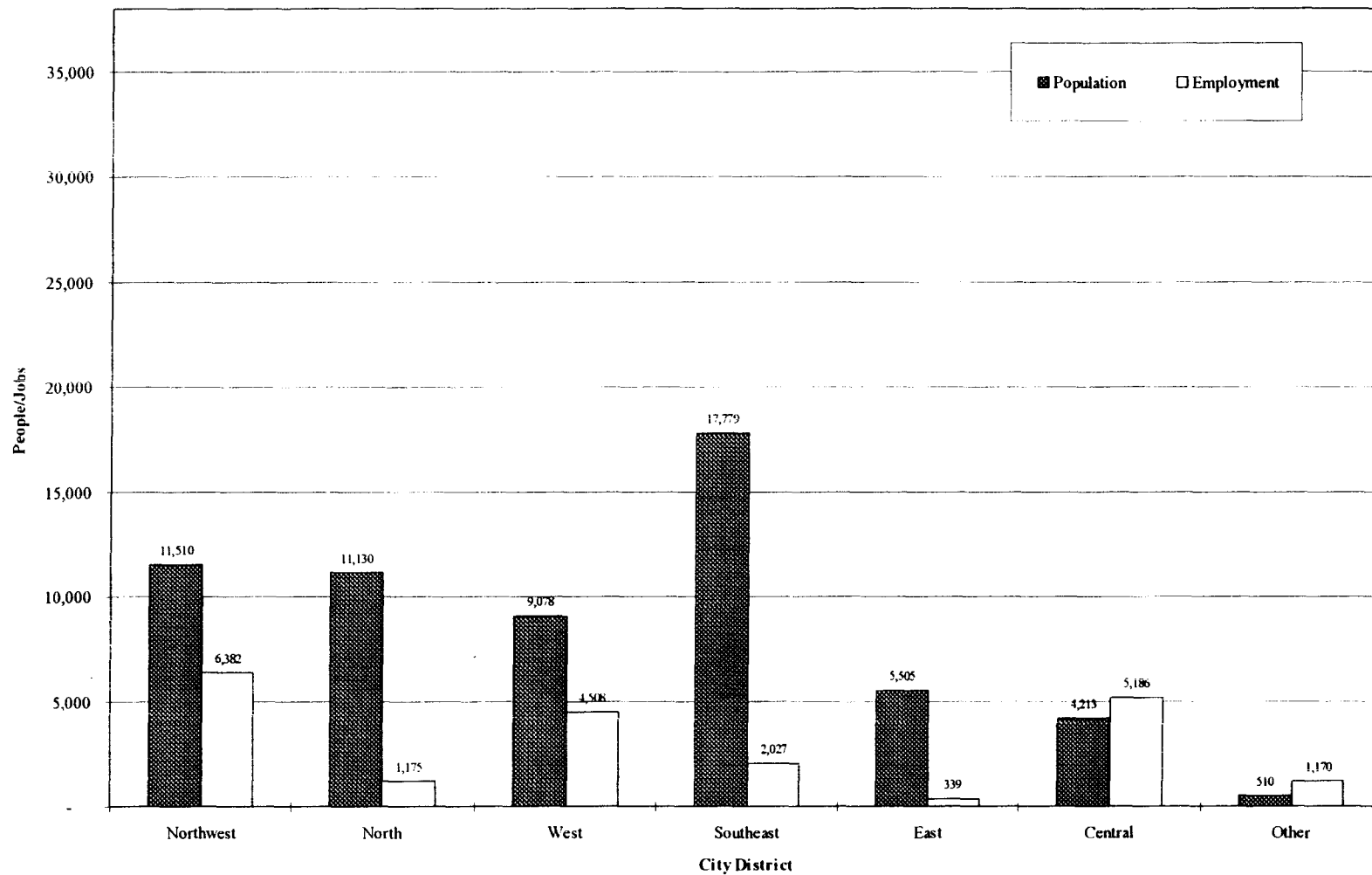
This population horizon represents the long term growth within the City. The population growth for this horizon is expected to infill all lands available for development within the current City boundaries. Population growth is anticipated to occur in the east, and southeast. Employment growth is anticipated to be focused in the west and northwest. Figure 3.6 illustrates the overall distribution of population and employment to each of the major districts within the City of Red Deer. Figure 3.7 comparatively illustrates population growth for each area of the City by population horizon while Figure 3.8 comparatively illustrates growth in employment for each area.

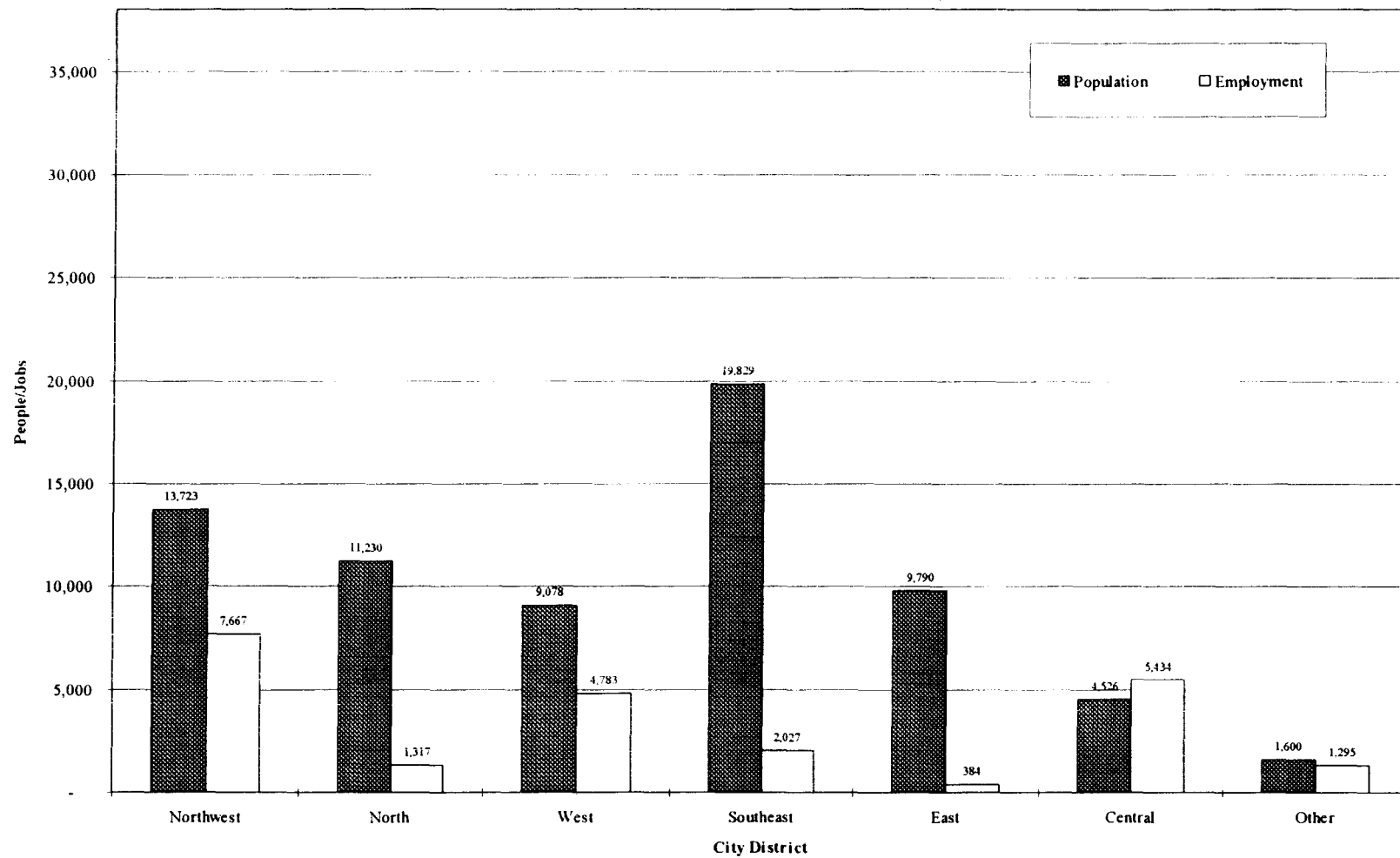
3.2.5 Population and Employment Data

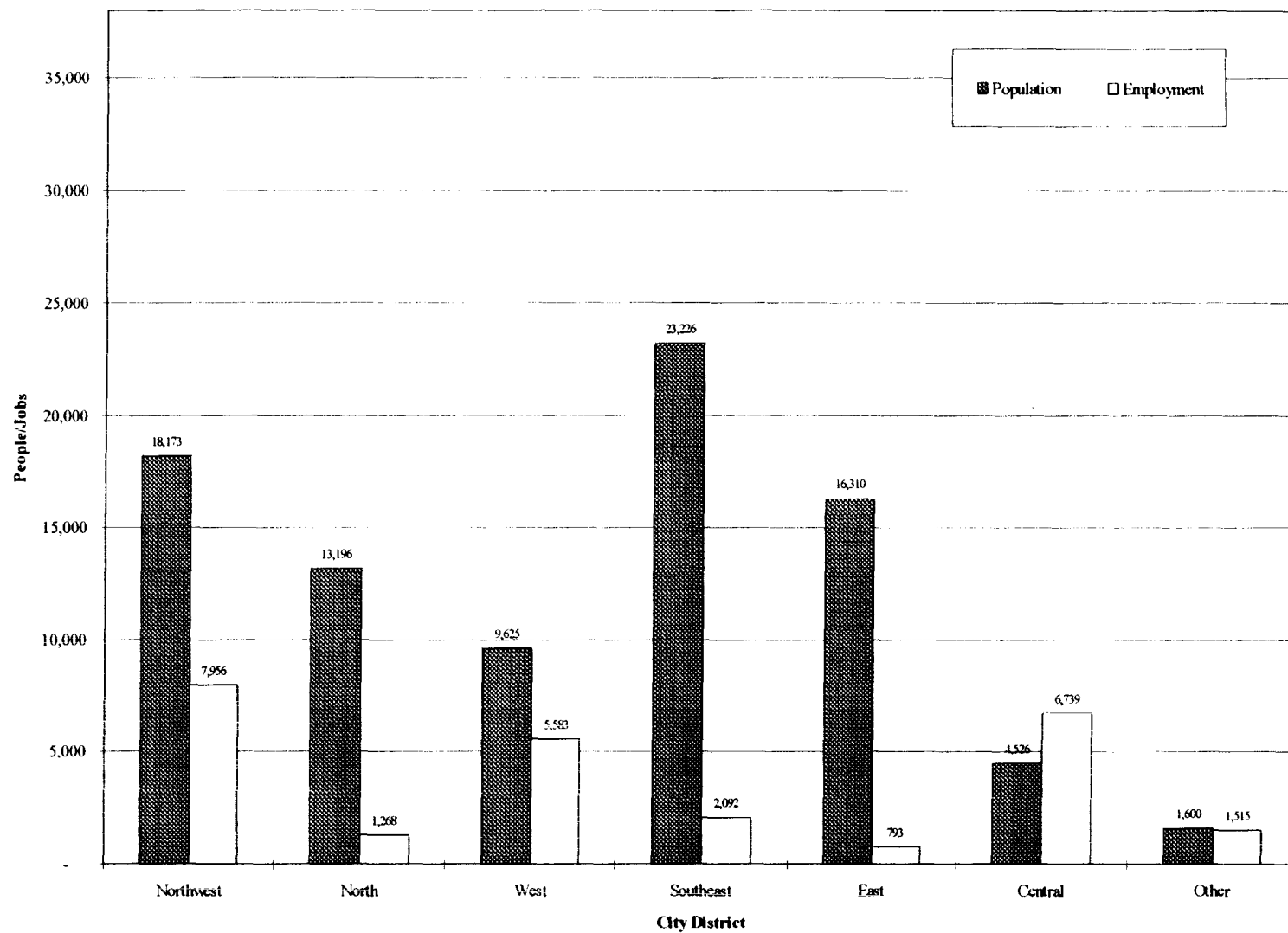
The data presented was disaggregated to match the transportation zone system and input into the transportation model using the following 6 categories:

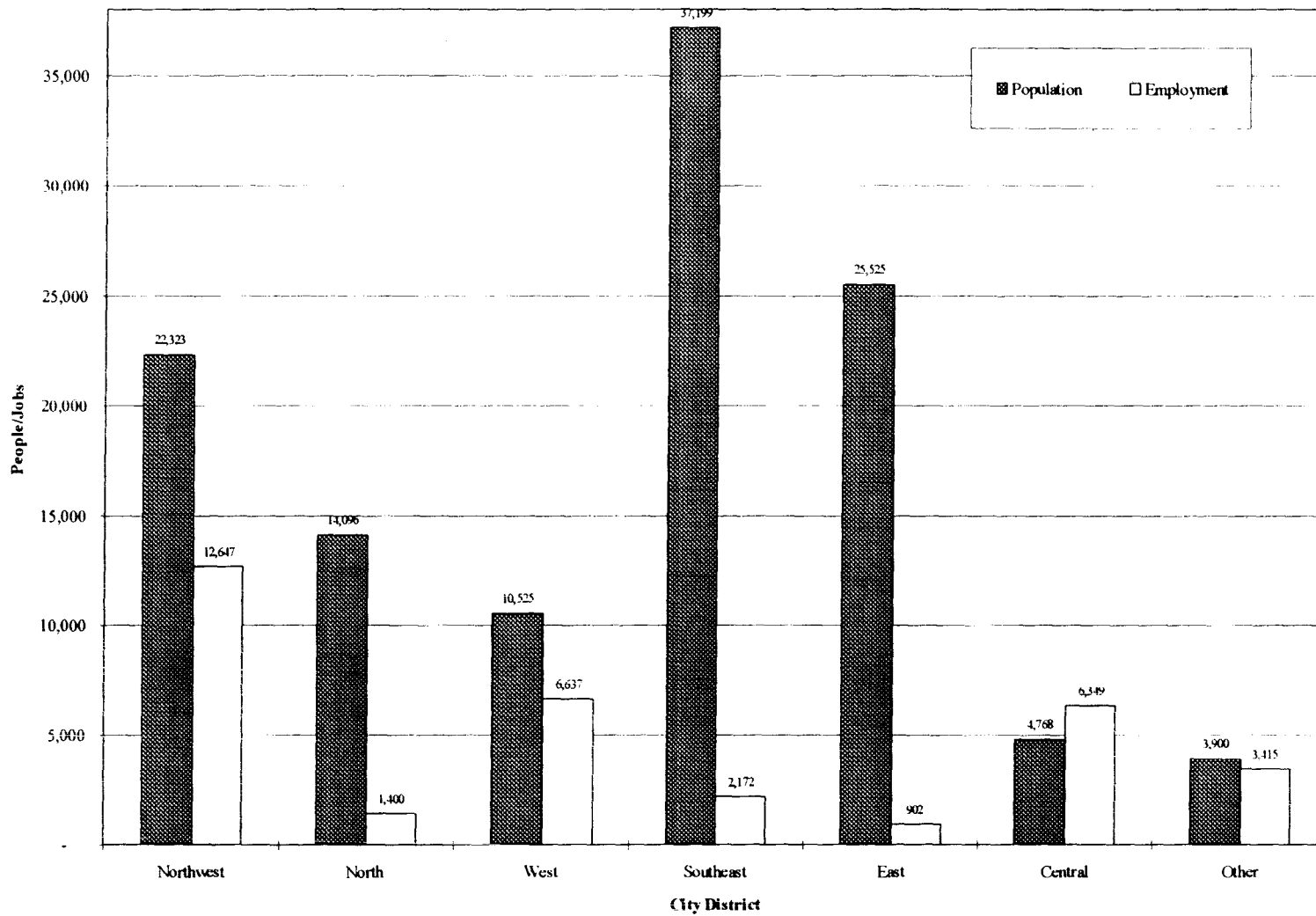
- residential population
- retail employment
- hospital employment
- office employment
- industrial employment
- educational land use (Red Deer College attendance and staff)

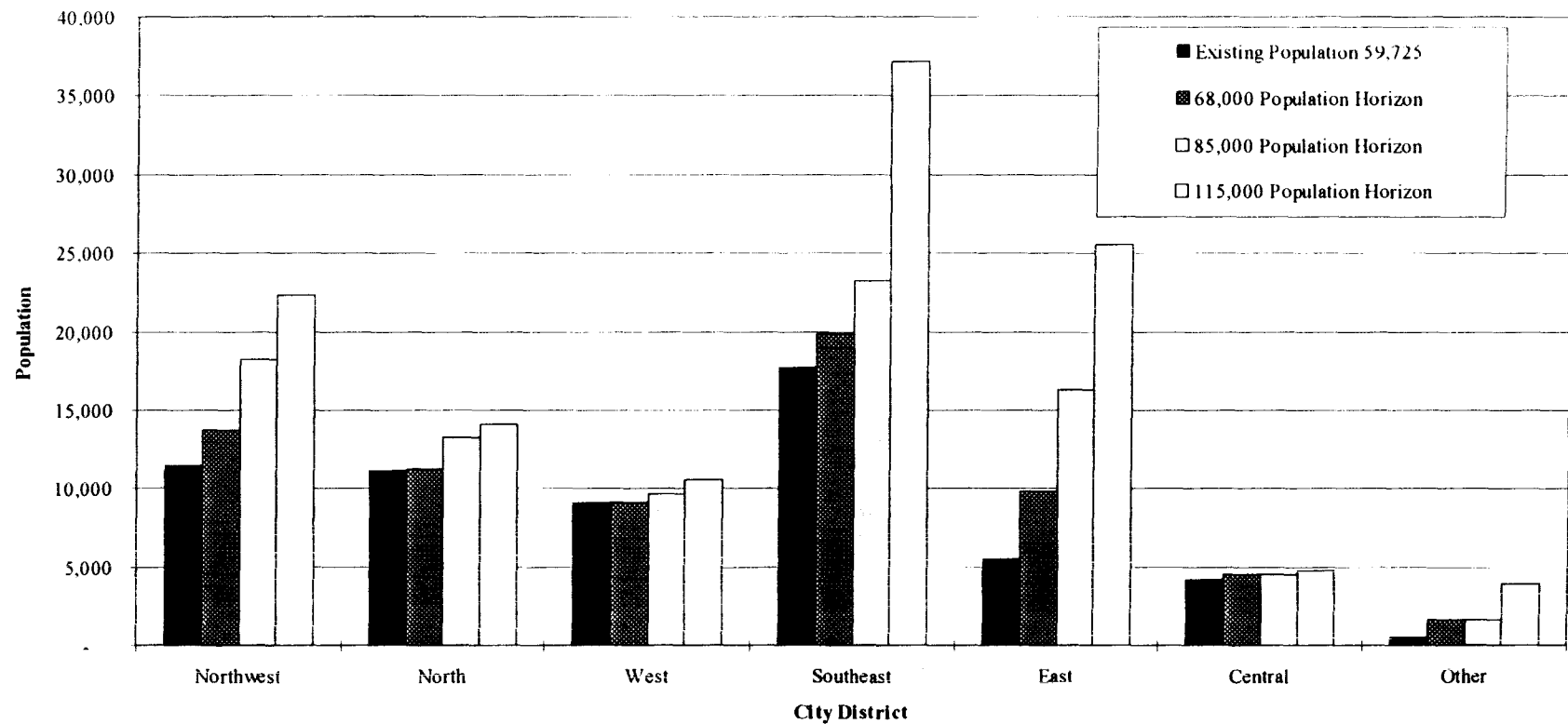
Employment data was not available in the above categories so an estimate by individual transportation zone had to be made to assign the amount and type of employment to each zone. These initial estimates were reviewed and adjusted through input from the Steering Committee. In the future, it would be preferable if employment information collected by the City would give consideration to the transportation model requirements and collect information on the type of employment found within each zone.

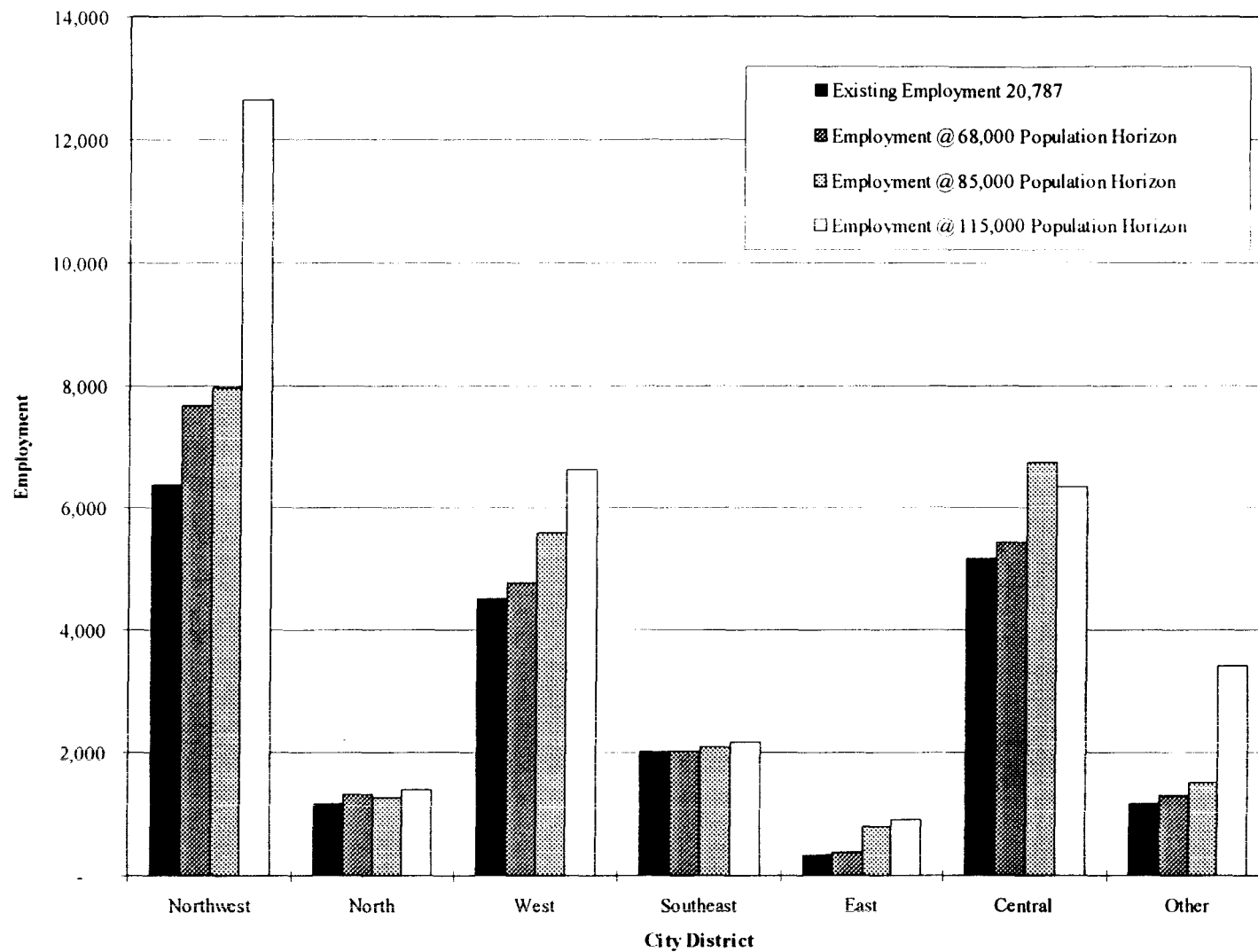












4.0 Transportation Model Roadway Network

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4.0 Transportation Model Roadway Network

4.1 TRANSPORTATION MODEL

The 1990 City of Red Deer Transportation Study was undertaken using the TModel/2 transportation modeling software package. This software package has proven to be an effective modeling tool for cities like Red Deer. Given its applicability and in order to take advantage of the base information available from the 1990 study model, TModel/2 was selected as the transportation modeling software for this study.

4.2 TMODEL/2 NETWORK SYMBOLS

4.2.1 General

Links and nodes form the basic skeleton structure of the TModel/2 roadway network. These network symbols represent roadways and intersections. To enhance this representation a number of characteristics are attached to the link or node. These characteristics are referred to as attributes.

The base year network (1996) for the City of Red Deer consists of 1,381 links and 1,045 nodes.

4.2.2 Nodes

Each node in the City of Red Deer TModel/2 network was located using UTM coordinates and represents one of the following:

- a centre of a zone;
- a network intersection; or,
- a physical feature of the road, such as a curve.

Node information is stored by TModel/2 in a node file where each node is assigned a number (according to its line location in the file). The node's x and y coordinates and attribute information are also stored in this file. The node attributes are: class, area, type, capacity, base delay, and x, y coordinates

The class, area and type are user defined fields intended to provide a framework for a node identification system. Each of these fields may contain up to a 3 digit number.

The class and type fields were used to produce the identification system shown on Table 4.1.

The capacity of a node refers to the total amount of traffic that can pass through a node in one hour. This capacity is dependent upon two factors: the class of the node (signalized intersection, unsignalized intersection, etc.) and the capacity of the entering links.

TModel/2 allows the user to input node capacity parameters which can be used to determine capacity. These parameters are used in functions based on the number of lanes entering a node or the total capacity of the links entering the node. The equations may be defined by node class, area and type. Each equation has the following form:

$$\text{Node Capacity} = K1 + K2(\text{lanes}) + K3(\text{lanes})^{E3} + K4(\text{lkcap}) + K5(\text{lkcap})^{E5}$$

where,

K1, K2, K3, K4, K5, and E3 ,E5 are all user defined constants;

lanes is the number of lanes entering the intersection; and,

lkcap is the total capacity of the links entering the intersection.

Table 4.1 summarizes the parameters by node class, that are used for the City of Red Deer network.

Table 4.1
TModel/2 Node Information by Class and Type

| Class | Capacity Factors | | Node Description |
|--|------------------|----------|--|
| | K1 | K4 | |
| 0 | N/A | N/A | Class 0 Never Used |
| 1 | 32,000 | 0 | Zone Centroid |
| 2 | 32,000 | 0 | Zone Centroid on Network |
| 3 | 32,000 | 0 | "Dummy" Node |
| Signalized Intersections | | | |
| 4 | 0 | See Type | Low Capacity Intersection (Capacity of Links approx. 500/Lane) |
| 5 | 0 | See Type | Low Capacity Intersection (Capacity of Links approx. 750/Lane) |
| 6 | 0 | See Type | Medium Capacity Intersection (Capacity of Links approx. 1050/Lane) |
| 7 | 0 | See Type | High Capacity Intersection (Capacity of Links approx. 1250/Lane) |
| 8 | 0 | See Type | Signalized Intersection not otherwise specified |
| Yield Sign Controlled Intersections | | | |
| 9 | 0 | 0.5 | All Yield Sign Controlled Intersections |
| Stop Sign Controlled Intersections | | | |
| 10 | 0 | 0.5 | Low Speed Stop Controlled (speeds < 50 km/h) |
| 11 | 0 | 0.5 | Low Speed Stop Controlled (speeds approx. 60 km/h) |
| 12 | 0 | 0.5 | Medium Speed Stop Controlled (speeds approx. 70 km/h) |
| 13 | 0 | 0.5 | High Speed Stop Controlled (speeds approx. 80 km/h) |
| 14 | 0 | 0.5 | High Speed Stop Controlled (speeds > 90 km/h) |
| 15 | 0 | 0.5 | Stop Sign Controlled Intersection not otherwise specified |
| All Way Stop Intersections | | | |
| 16 | 0 | 0.45 | Low Speed All Way Stop Controlled (speeds <50 km/h) |
| 17 | 0 | 0.45 | Low Speed All Way Stop Controlled (speeds approx. 60 km/h) |
| 18 | 0 | 0.45 | Medium Speed All Way Stop Controlled (speeds approx. 70 km/h) |
| 19 | 0 | 0.45 | High Speed All Way Stop Controlled (speeds approx. 80 km/h) |
| 20 | 0 | 0.45 | High Speed All Way Stop Controlled (speeds > 90 km/h) |
| 21 | 0 | 0.45 | All Way Stop Intersection not otherwise specified |
| Other Nodes | | | |
| 22 | 0 | 0.9 | Freeway Ramp - Merge |
| 23 | 32,000 | 0 | Freeway Ramp - Diverge |
| 24 | 0 | 0.6 | Non Freeway Ramp |
| 30 | 32,000 | 0 | Future Intersection |

Table 4.1 (Continued)
TModel/2 Node Information by Class and Type

| Class | <u>Capacity Factors</u> | | Node Description |
|-------|-------------------------|------|--|
| | K1 | K4 | |
| 0 | | | All nodes not otherwise specified |
| 1 | 0 | 0.6 | Signalized Intersections with the same Link Classes eg. Major Arterial - Major Arterial |
| 2 | 0 | 0.7 | Signalized Intersections with 1 Class above or below eg. Major Arterial - Minor Arterial |
| 3 | 0 | 0.75 | Signalized Intersections with 2 Classes above or below Major Arterial - Major Collector |
| 4 | 0 | 0.8 | Signalized Intersections with 3 Classes above or below eg. Major Arterial - Minor Collector |
| 5 | 0 | 0.85 | Signalized Intersections with 4 Classes above or below eg. Major Arterial - Local |
| 6 | 0 | 0.9 | Signalized Intersections with 5 Classes above or below eg. Freeway - Local |
| 10 | 0 | 0.5 | Stop Sign Controlled Intersections |
| 11 | 0 | 0.45 | All Way Stop Controlled Intersections |

The following describes the parameters chosen for each class.

- Classes 1, 2, & 3, non-intersection nodes - these nodes are assumed to provide no impedance to the flow of traffic, therefore their capacities have been set at 32,000.
- Classes 4 through 8, signalized intersections - the capacities of nodes representing signalized intersections have been set according to the roadways entering the node. If the roadways are of the same class the signal's green time would typically be split evenly between directions to account for the effect of right turn channelization typically found at these types of intersections. In this case, the node capacities was set to 0.6 of the capacity of the entering links. However, if the roadways were of greatly differing classes, a major arterial and a local road for example, the major roadway would get most of the green time. In this case the node capacities have been set at 0.85 of the entering link capacities. The capacities of nodes in between have been scaled according to the node type.
- Class 9, yield sign controlled intersections - drivers on a yielding link will perceive the capacity of the node as being much lower than do the drivers on the through link. As volumes on the main and yielding links increase, the capacity of the yielding link drops dramatically. To reflect this, the capacity of Class 9 nodes was set at 0.5 of the entering link capacity. In TModel/2, delay at yield signs is only applied to the yielding link. Thus, traffic that does not have to yield will not experience the reduction in the node's capacity.
- Classes 10 to 15, stop sign controlled intersections - In TModel/2 stop signs are treated the same way as yield signs. The capacity of stop sign controlled intersections was set at 0.5 of the entering link capacity using the same reasoning as for Class 9 nodes.
- Classes 16 to 21, all way stop intersections - at all way stop nodes vehicles on conflicting links alternate entering the intersection. This effectively reduces the capacity at the node to 0.45 that of the entering links.

A base delay may also be assigned to any node. This delay is represented in decimal minutes (i.e.: 0.25 minutes = 15 seconds). None of the nodes in the City of Red Deer model have a base delay assigned to them.

4.2.3 Links

Links are network symbols which connect nodes to form roadways. As with nodes, link information is stored in a file where each link is assigned a number (according to its line location in the file). The from and to node at either end of the link is stored in this file to identify the links location in the network. Link attributes are as follows: class, area, type, number of lanes, capacity, length, speed, 1 or 2 way and volumes.

The class, area and type are user defined fields for providing an identification system. For the City of Red Deer network, the class field has been used for identifying links.

The number of lanes defines how many usable lanes a link has for traffic traveling in each direction and does not include on-street parking lanes. A roadway must have the same number of lanes in each direction, otherwise it must be represented as 2 one-way links.

The capacity of the link is a total directional capacity. This capacity is dependent upon the class of the roadway and the number of lanes.

The capacities used for this model are intended to represent "environmental" capacities as opposed to physical link capacities. An "environmental" capacity is a measure of the amount of traffic that is considered acceptable on a link. For example, in a suburban area, a local street maybe physically capable of handling traffic flows of up to 1200 vehicles/hour/lane, depending upon the roadway geometry. However, this would not be acceptable to the residents of the area or may not be perceived as high by drivers. The "environmental" capacity in Red Deer is generally in the order of 350 vehicles/hour/lane (approximately a two-way volume of 500 vehicles/hour or 4,500 vehicles per day) on such a local road. Other capacities used are 1,000 vehicles/hour/lane for divided major arterials, 850 vehicles/hour/lane for undivided major arterials and 800 vehicles/hour/lane for divided and undivided minor arterials.

The link length is calculated automatically by TModel/2 and inserted into the link file. It is calculated based on the x and y coordinates of the nodes at either end of the link. The calculated link length has the same units as the coordinate system.

A posted speed ranging between 30 km/h and 110 km/h has been assigned to each link based on the City of Red Deer sign map.

4.3 DELAY CHARACTERISTICS

4.3.1 General

Network delays in a TModel/2 network are represented using 3 different ways. These include: node delays, link delays, and turning penalties. The following sections provide an overview of the methodology and function of each of these delays in the development and calibration of the TModel/2 network.

4.3.2 Node Delays

A node delay is the amount of time required for a trip to pass through a node representing an intersection. Delay is typically calculated as a function of volume, for example, as volume through an intersection increases the delay experienced by each additional trip through the intersection will increase. In TModel/2, this function is represented with the following formula:

$$\text{Delay} = C_1(\text{Volume}/\text{Capacity} + C_2)^E + \text{Base Delay}$$

where,

Delay is the delay experienced at the node;

C₁ & C₂ are user defined constants;

Volume is the total volume entering the node;

Capacity is the total capacity of the node;

E is a user defined exponent; and,

Base Delay is a user defined minimum delay at the node.

The default parameters provided by TModel/2 are:

$$C = 0.64, E = 2, \text{ and Base Delay} = 0.04.$$

These parameters produce volume delay curves that are quite different from the curves produced by the Highway Capacity Manual methodology and the Canadian Capacity Guide. Accordingly, the parameters have been adjusted to more closely match Volume-Delay curves produced using the Canadian Capacity Guide methodology. These curves varied depending on the general capacity of the roadways entering the intersection.

The delay parameters for an unsignalized intersection have been calculated in a similar fashion. The delay was calculated for an unsignalized intersection over a range of volume to capacity ratios and then adjusted until the TModel/2 delay curve approximate the calculated curve. The delay parameters for both signalized and unsignalized intersections are summarized in Table 4.2.

Table 4.2
Intersection Delay Parameters

| Intersection Type | Constants | | Exponent | Base Delay (Minutes) |
|---|----------------|----------------|----------|-------------------------|
| | C ₁ | C ₂ | | |
| Low Capacity Intersection (Capacity of Links approx. 500/lane) | .31 | 0 | 1.5 | 0.03 |
| Low Capacity Intersection (Capacity of Links approx. 750/lane) | .25 | 0 | 1.5 | 0.03 |
| Medium Capacity Intersection (Capacity of Links approx. 1000/lane) | .23 | 0 | 1.5 | 0.03 |
| High Capacity Intersection (Capacity of Links approx. 1250/lane) | .23 | 0 | 1.5 | 0.03 |
| Yield Sign Controlled Intersection | .20 | 0 | 5.0 | 0.00 |
| Stop Sign Controlled Intersection | .20 | 0 | 5.0 | 0.20 |
| All-Way Stop Controlled Intersection | 0.75 | 0.1 | 4.0 | 0.15 |

4.3.3 Link Delays

Link delay is the total travel time required for a trip to pass from one end of a link to the other. Again, the delay is calculated as a function of volume using the following formula:

$$TT = TT_B(1 + C(\text{Volume}/\text{Capacity})^E)$$

where,

TT is travel time;

TT_B is the base travel time on an unloaded link;

C is a user defined constant;

Volume is the total directional volume along the link;

Capacity is the total directional capacity of the link; and,

E is a user defined exponent.

The delay to a trip which may be experienced on a link is not as critical in the determination of shortest path as the delay experienced at a node. As the trip travel time is not as sensitive to changes in link delay time, the TModel/2 default parameters are assumed to be sufficient for the City of Red Deer model. These parameters were:

C = 0.5, E = 4.0, Base Delay = .33 minutes

The same link delay parameters were used for all classes of links.

4.3.4 Turn Penalties

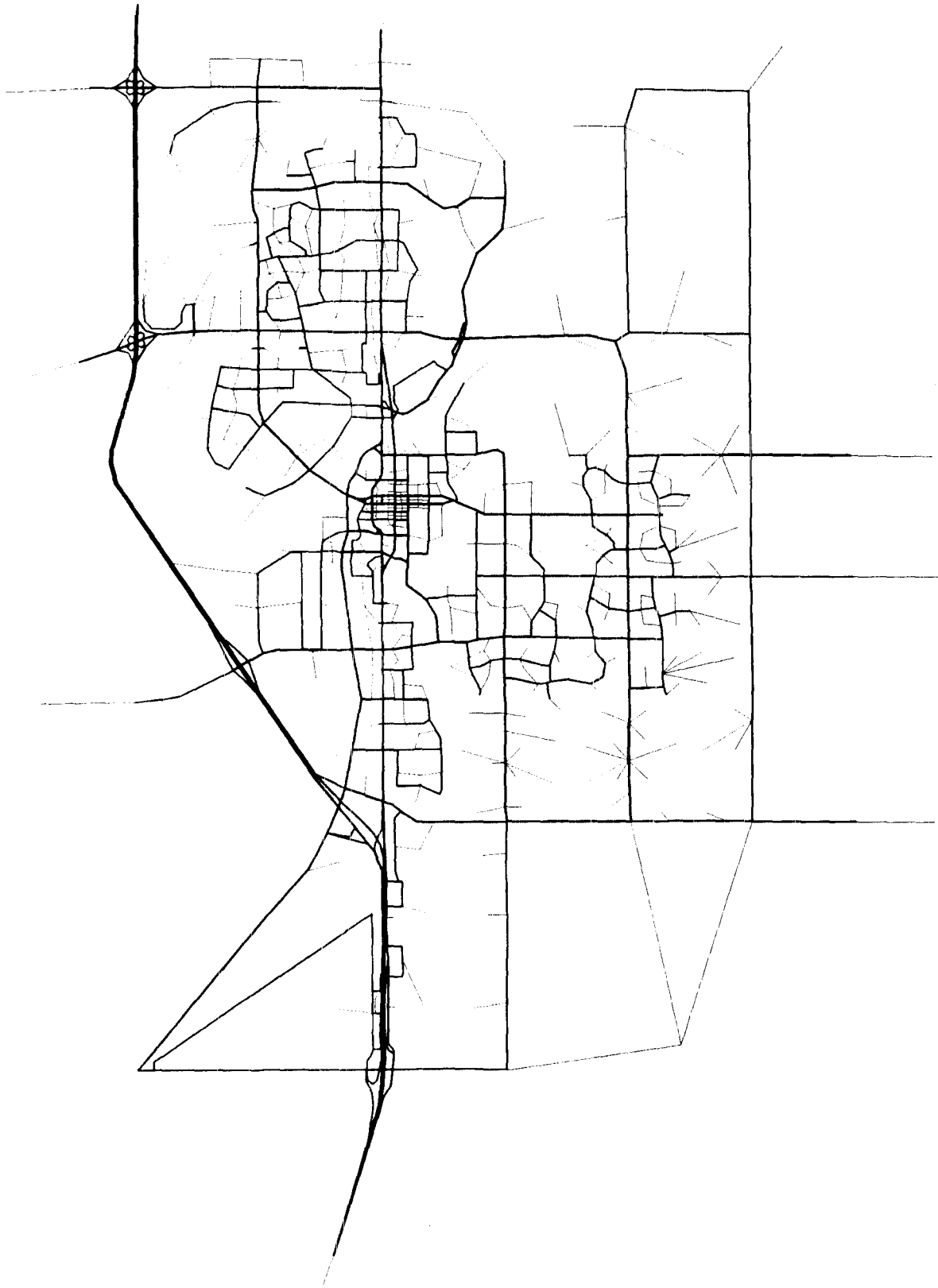
Turn penalties assign a user defined delay function to a certain type of movement at an intersection. This delay is a function of the volume to capacity ratio of the movement, similar to the node and link delay equations. Turning penalties are used mainly to restrict prohibited movements or to deter movements which are being over-assigned by the model. The form of the equation for calculating turn penalties is identical to the equation for node delay calculation.

Turning penalties are stored in a file under a specific format. The format specifies a pivot node, a "from" node and a "to" node, which identifies the turning movement. Also related to the turning penalty is a turning penalty type number. This identifies which delay function, as described above, should be used in calculating the increased delay to be applied to the movement. No turn movement penalties were used in developing the model. However, the same type of turning penalty was assigned to movements which would qualify as "shortcutting" through zone centroids, along the imaginary centroid connectors.

4.4 TMODEL/2 NETWORK

The existing TModel/2 network was created from the TModel/2 network developed for the City's 1990 Transportation Plan and updated to reflect current roadway

configuration. The network is illustrated in Figure 4.1. New nodes were connected with links using TModel/2's Screen Graphics Editor (TSGE). Once the base network was completed, the zone centroids and dummy links were added.



5.0 Travel Characteristics

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5.0 Travel Characteristics

5.1 DATA REQUIREMENTS

To build a transportation planning model with TModel/2 requires the land use and roadway network data discussed in the previous sections. Also required is a quantified knowledge of the travel characteristics and travel patterns of the residents of the City and the surrounding area. These requirements include an estimation of trip generation rates and trip distribution. This required information was obtained from automatic traffic recorder counts, turning movement counts, place of residence/place of work data and origin and destination survey data.

5.2 TRIP TYPES

The City of Red Deer transportation model is designed to predict PM peak hour volumes. The trips taken during the PM peak hour can be divided into 3 basic trip types:

- Home-Based Work (HBW)
- Home-Based Other (HBO)
- Non-Home Based (NHB)

Each of these trip types have different trip characteristics and therefore produce different travel patterns. Because of these differences, they have been divided into groups so that they may be modeled separately. The following sections outline how each trip type is accounted for in the modeling procedure.

Home-Based Work

During the PM peak hour, these trips are primarily generated by the various employment areas and are attracted to the residential areas.

Home-Based Other

During the PM peak hour, these trips are generally attracted to retail areas and generated by the residential areas.

Non-Home Based

During the PM peak hour, these trips are generally produced by the employment areas and attracted to other employment and retail areas.

The allocation of trip type illustrated in Table 5.1 summarizes the contribution each land use makes to the three trip types. This allocation is based on industry standards and our experience in completing models for other urban areas.

5.3 INTERNAL TRIP GENERATION RATES

Trip generation rates are factors which indicate the number of trips which occur in an area for every unit of associated land use. For the City of Red Deer model the rates have been calculated in vehicle trips per dwelling unit for residential land uses, vehicle trips per employee for employee land uses, and vehicle trips per students for educational land uses.

The residential trip generation rates were established from the automatic traffic recorder counts. The remaining trip rates are based ITE information and data compiled for previous studies completed in City of Red Deer. Table 5.1 on the following page summarizes the trip generation rates recommended for the City of Red Deer.

The current trip rates are based on a 6% to 7% mode split to transit in the PM peak hour. This mode split was assumed to remain constant for all development scenarios. Typical vehicle occupancies are assumed to be approximately 1.12.

5.4 EXTERNAL TRIP GENERATION RATES

The growth in External-External trips have been increased at a rate 2% per annum from the 1993 Alberta Transportation & Utilities traffic count data to reflect the growth in trip making through the Study Area.

The External-Internal trips were based on origin-destination survey information collected by IMC Consulting Group for Alberta Transportation & Utilities in 1993 as part of the Highway 2 South of Red Deer study. The numbers of trips have also been increased at a rate of 2% per annum to reflect the growth in trip making that has either an origin or a destination outside the Study Area.

Table 5.1
PM Peak Hour Trip Generation Factors
Existing Population and Employment

| Land Use | Unit | Generation Rate | Trip Generation Rates | | | | | | | | | | |
|----------------|----------|-----------------|-----------------------|-----|-----------------|-----|-----|-------|-------|-------|-------|-------|-------|
| | | | Split | | Trip Type Split | | | HBW | | HBO | | NHB | |
| | | | In | Out | HBW | HBO | NHB | In | Out | In | Out | In | Out |
| RESIDENTIAL | | | | | | | | | | | | | |
| Urban (1) | Person | 0.29 | 60% | 40% | 40% | 60% | 0% | 0.070 | 0.046 | 0.104 | 0.070 | 0.000 | 0.000 |
| EMPLOYMENT | | | | | | | | | | | | | |
| Retail (2) | Employee | 0.5 | 35% | 65% | 15% | 40% | 45% | 0.026 | 0.049 | 0.070 | 0.130 | 0.146 | 0.079 |
| NHB Retail | | | 65% | 35% | | | | | | | | | |
| Industrial (3) | Employee | 0.6 | 12% | 88% | 60% | 10% | 30% | 0.043 | 0.317 | 0.007 | 0.053 | 0.022 | 0.158 |
| Office (4) | Employee | 0.09 | 17% | 83% | 30% | 35% | 35% | 0.046 | 0.224 | 0.054 | 0.261 | 0.054 | 0.261 |
| Hospital (5) | Employee | 0.4 | 30% | 70% | 20% | 45% | 35% | 0.024 | 0.056 | 0.054 | 0.126 | 0.042 | 0.098 |
| EDUCATIONAL | | | | | | | | | | | | | |
| College (7) | Student | 0.22 | 25% | 75% | 20% | 65% | 15% | 0.011 | 0.033 | 0.036 | 0.107 | 0.008 | 0.025 |

5.5 TRIP DISTRIBUTION

In the initial stages of calibrating the model, it is important to match travel patterns generated by the model to observed travel patterns. A screenline analysis and the results of origin destination information have been used for the City of Red Deer model.

A screenline is an imaginary line imposed across an area, which divides that area into sections between which trip exchanges are expected to occur. For the City of Red Deer five cordons have been used:

- Downtown
- River
- Southwest
- Southeast
- External

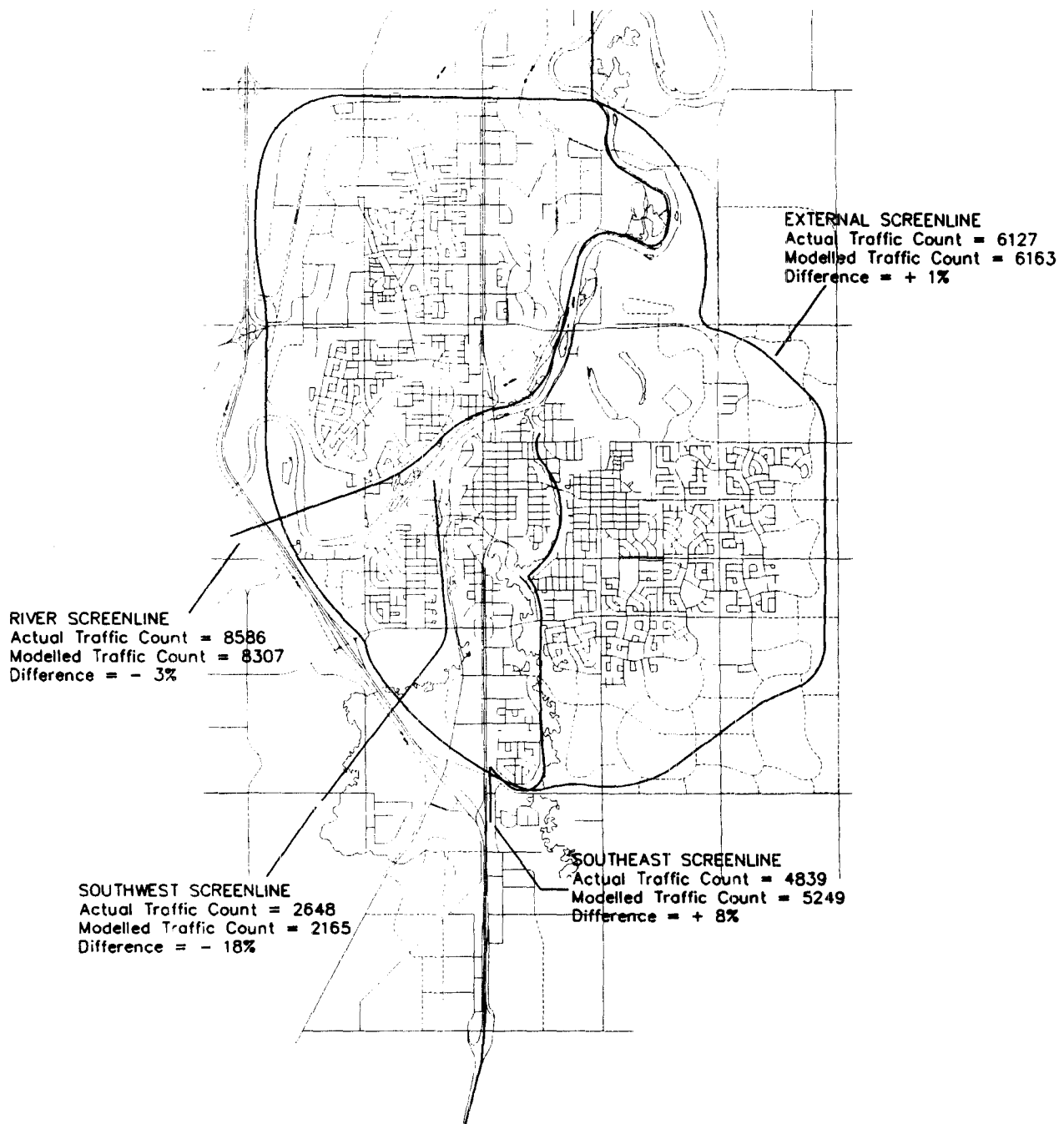
5.6 MODEL CALIBRATION

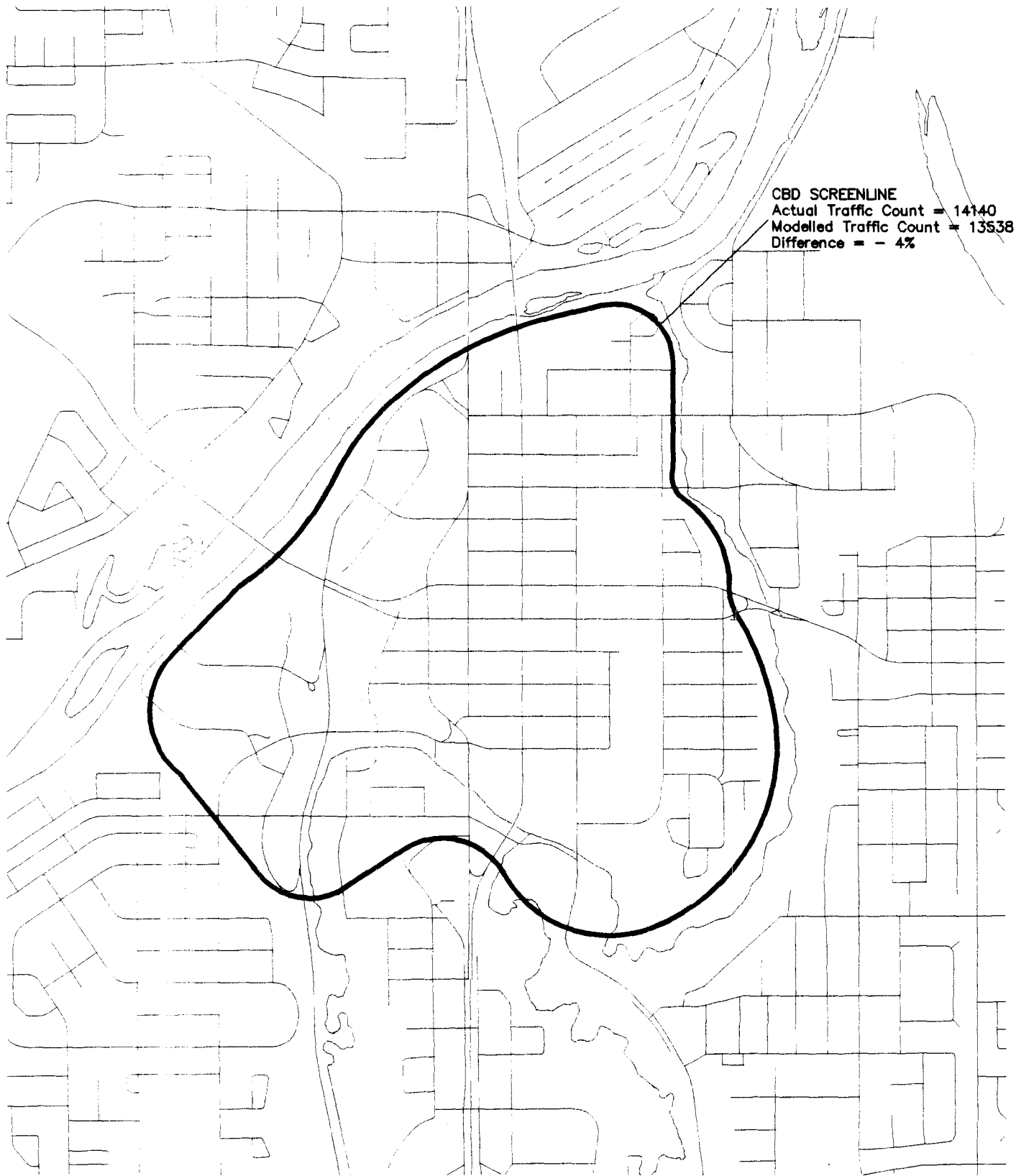
The model was calibrated by adjusting the Alpha, Beta and K factors to achieve a reasonable match with ground count data across the screenlines, place of residence/place of work data and external trip making activity. the resulting Alpha Beta and K factors for the three trip types are summarized in Table 5.2.

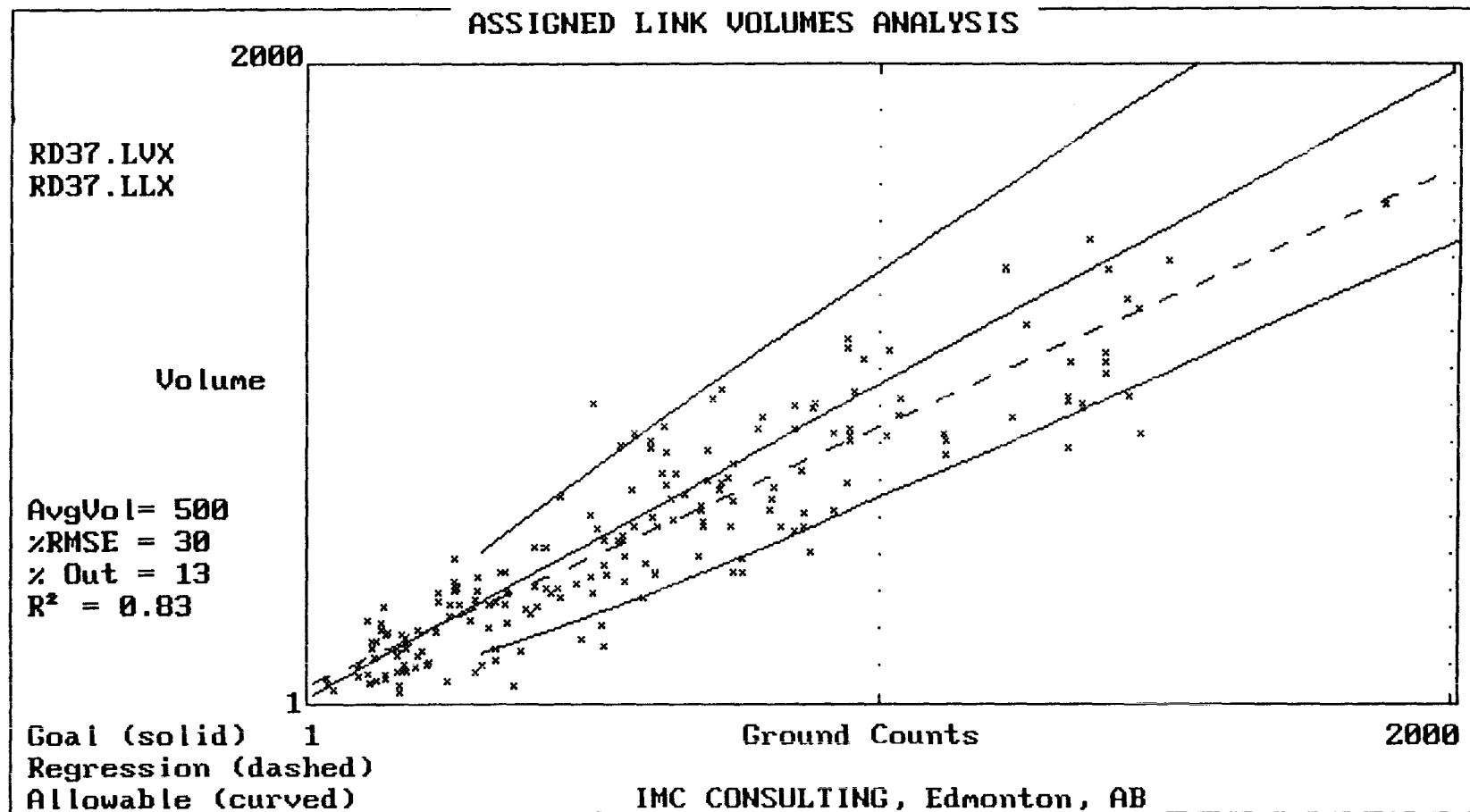
Table 5.2
Calibration Factors

| Trip Type | Alpha | Beta | K |
|-----------|-------|------|-----|
| HBW | 2 | 1 | 120 |
| HBO | 3 | 1.2 | 40 |
| NHB | 2 | 1.2 | 60 |

The calibration has resulted in a relatively good correlation between observed volumes and predicted volumes. Some exceptions are noted on the low volume roads which are difficult to calibrate accurately as small shifts in volume can improve or exacerbate the prediction. Figure 5.1 illustrates the location of the screenlines and the comparison of actual versus predicted volumes across these screenlines. Figure 5.2 illustrates the overall network calibration results.







6.0 Short-Term (68,000 Population Horizon) Roadway Network Requirements

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6.0 Short-Term (68,000 Population Horizon) Roadway Network Requirements

6.1 ASSUMED GROWTH AREAS

Population and employment growth areas to the 68,000 Population Horizon are illustrated on Figure 6.1. In addition to some residential infill development, major residential growth areas are expected to be in the east part of the City. Some residential growth is also expected in the southeast and northwest parts of the City. Employment growth will primarily be concentrated in the northwest and west parts of the City with some increases in employment in the downtown area.

6.2 PROJECTED ROADWAY NETWORK CONSTRAINTS AND CONCERNS

6.2.1 General

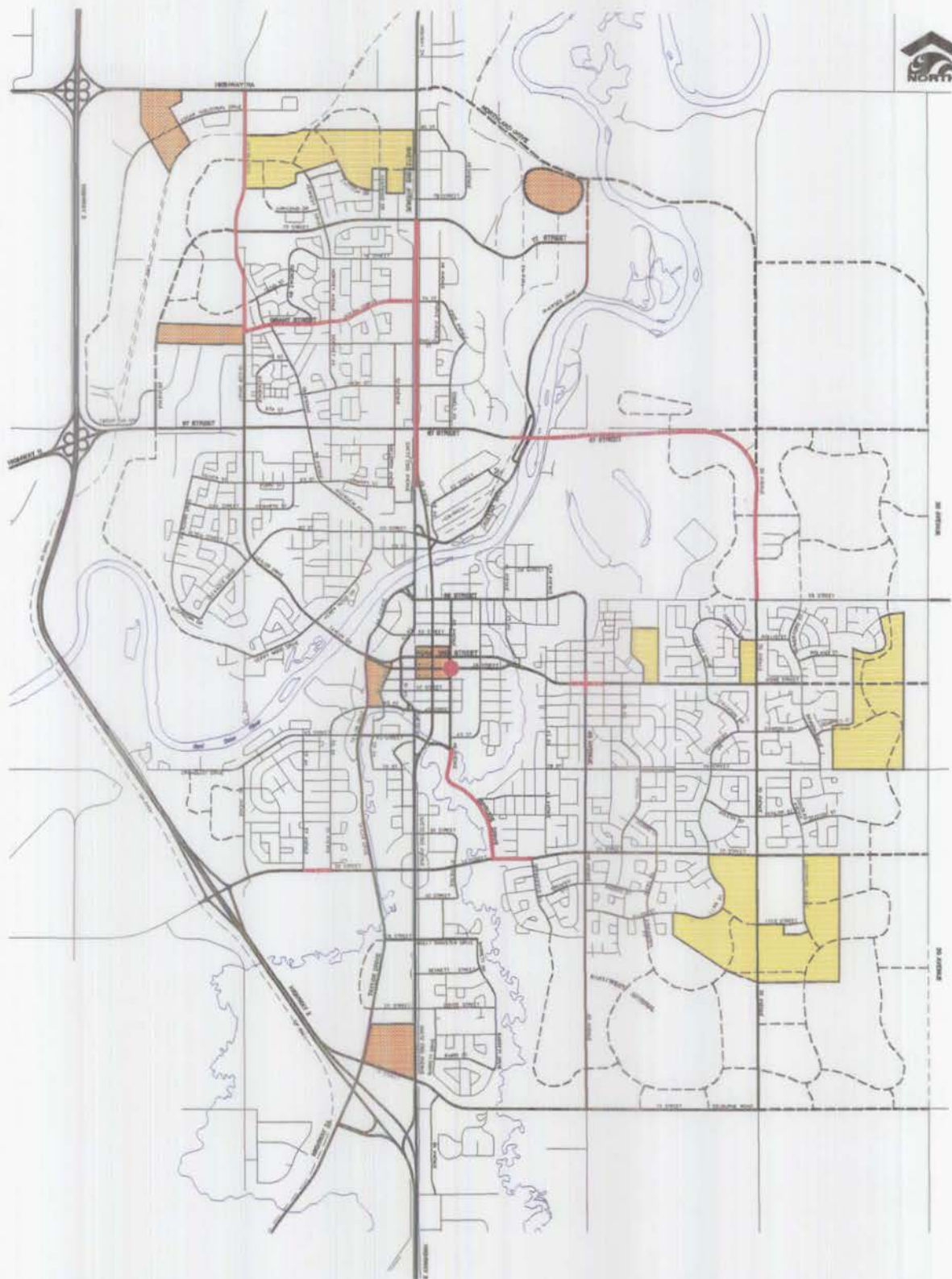
As previously noted in Section 2.0, current expectations in Red Deer and other cities of similar size in Alberta are that minimal levels of congestion will be experienced by motorists during typical peak periods. For the most part, the maximum acceptable level of congestion can be defined as a Level of Service C or a Volume to Capacity Ratio of 0.7 during the PM Peak Hour. Accordingly, the initial assessment of the transportation model outputs used a Volume to Capacity Ratio of 0.7 to define a congested location. Figure 6.1 summarizes these locations along with a number of other areas of concern.

6.2.2 South Red Deer

Projected residential and employment growth patterns increase traffic demands on a number of roadways in south Red Deer. In particular, restricted capacity becomes apparent on 32 Street east of Spruce Drive and on the two lane section of Spruce Drive between 32 Street and 43 Street. In addition, projected increases in enrollment at Red Deer College coupled with increased traffic volumes on 32 Street aggravate existing congestion at the access to Red Deer College.

6.2.3 Central Red Deer

Existing levels of congestion in the downtown area will increase. However, no capacity constraints on through routes are expected to become apparent in the downtown area at this population horizon. It should be noted that the transportation



model treats zones as distinct origins and destinations and generally does not model the circulation movements within zones that occur as motorists search for parking or move from destination to destination on multi-purpose trips. Therefore, congestion on downtown streets with on-street parking and at some intersections around major parking areas may become evident due to these circulation movements. Many would consider this type of congestion as the sign of a vibrant downtown, while the solution to the traffic congestion problem (removing on-street parking, road widenings, etc.) may have significant impacts on the viability of the downtown as a whole. Nonetheless, some minor intersection improvements may be required to deal with localized problems.

One existing area of concern in the downtown area is the current location of the Downtown Transit Transfer Site. The current on-street location causes congestion in the area and has raised concerns regarding safety. Increased growth and traffic volumes in the downtown area will exacerbate these existing concerns.

Outside of the immediate downtown area, only at the intersection of 40 Avenue and Ross Street do congestion levels become noticeably worse.

6.2.4 North Red Deer

Increased travel demands to the employment areas in north Red Deer increases congestion levels on most roadways. Problematic areas include Gaetz Avenue north of 61 Street, Taylor Drive north of Grant Street and 67 Street from Pameley Avenue to 30 Avenue at 55 Street.

Perceived shortcutting and excessive vehicular travel speeds on Grant Street/Nolan Street are currently a problem. While traffic volumes on this roadway are not expected to increase significantly as the City's population increases, this concern will likely remain even with improvements to nearby arterial roadways.

6.3 EVALUATION OF ALTERNATIVES

6.3.1 South Red Deer

32 Street

Alternatives to address congestion problems on 32 Street east of Spruce Drive include:

Widen 32 Street to 6 lanes From West of Spruce Drive to East of Springfield Avenue

With this alternative increased capacity is provided in the area of congestion. Analysis of this alternative indicates levels of congestion on 32 Street are decreased to currently acceptable levels.

This alternative can probably be accommodated within the existing right-of-way, but will impact some trees and move the roadway closer to a number of residences. While no particular objections to this alternative were raised by the public during the course of the study, the City's past experience with implementing similar widening improvements on 32 Street suggest some opposition to this widening may yet occur. A functional planning study complete with additional public consultation to better define the specific issues associated with this widening alternative would appear to be warranted.

Construct Molly Banister Drive From 40 Avenue to Barrett Drive

In this alternative Molly Banister Drive would be extended east from Barrett Drive across Piper Creek to 40 Avenue. Through construction of an alternative route to 32 Street, congestion levels on 32 Street are decreased to currently acceptable levels.

This alternative has been vigorously opposed by some members of the public due to potential environmental impacts on the Bower Woods area immediately to the east of Barrett Drive. Alternative crossing locations which would reduce the potential impact were considered and would have some value in reducing congestion on 32 Street. However, alignments utilizing Boyce Street or Bennet Street were not considered acceptable as they would increase traffic volumes on roadways fronted by schools and/or residences. It should be noted that in any case construction of Molly Banister Drive will not preclude the need at the 85,000 Population Horizon to widen 32 Street to 6 lanes. There would appear to be little merit in constructing this extension of Molly Banister Drive at this time.

Do Nothing

In this alternative motorists would be asked to accept a slightly higher level of congestion along 32 Street than they currently experience. Levels of congestion would still be significantly less than would be considered unacceptable in the Cities of Edmonton and Calgary. This is the recommended alternative given the probable

impacts of widening 32 Street and the public's response to the concept of extending Molly Banister Drive east of Barrett Drive.

Spruce Drive

Alternatives considered to address congestion problems on Spruce Drive between 32 Street and 43 Street are due to restrictions on its capacity caused by the existing roadway grade, alignment and lane markings which provide for only one traffic lane in each direction. As a minimum, it is recommended for safety reasons that Spruce Drive be realigned midway between 37 Street and 43 Street. Alternatives considered to address projected congestion problems are as follows:

Provide a Four Lane Cross-Section

In addition to the alignment improvement recommended as the minimal level of improvement, a minor road widening in the vicinity of 37 Street and peak hour parking bans in front of the residential areas north of 32 Street would be adequate to provide a four lane cross-section. This alternative reduces projected congestion levels to currently acceptable levels.

While this alternative was presented as part of the original draft recommended plan for this Population Horizon, some members of the public have questioned its need. To be consistent with the recommended approach for 32 Street, we recommend that this alternative not be implemented as part of the 68,000 Population Horizon although it will still remain a requirement at some time beyond the 68,000 Population Horizon.

Do Nothing

As with 32 Street in the vicinity of Spruce Drive, one alternative is to accept higher levels of congestion on Spruce Drive. Several people made this observation at the Open House to present the draft recommended plan. This is considered a viable option and would appear to be acceptable to the public. It is therefore, the recommended approach at this Population Horizon.

Red Deer College Access

Alternatives considered to address congestion problems at the access to Red Deer College include:

New Access From Gaetz Avenue Opposite 28 Street

A second access to Red Deer College from Gaetz Avenue opposite 28 Street has been considered for some time. Because this access would have to cross Waskasoo Creek and would access the college on the east side at a point near the residences rather than the parking areas on the north side of the site it has always been viewed as problematic. In addition, there are some potential environmental concerns associated with this access that would need to be addressed before it could be seriously considered. Notwithstanding these potential problems, it would provide an alternative access to the relatively congested 32 Street.

The transportation model was used to evaluate the potential for this new access point to reduce congestion on 32 Street both with and without the extension of Molly Banister Drive from Barrett Drive to 40 Avenue. At this population horizon and projected student population (FTE 4,500), it has little impact either with or without the extension to Molly Banister Drive and is not considered a viable alternative.

Access Improvements on 32 Street

The 1994 Red Deer College Campus Master Plan identified the desirability of a second access to the main parking areas off of 32 Street. The selected location was approximately opposite 60 Avenue. Based on an analysis using the transportation model this additional all-directional access will reduce the levels of congestion at the existing main access midway between 55 Avenue and 57 Avenue. However, it should be noted that the model analysis may be overly optimistic in its assessment of traffic diverted to the second access point opposite 60 Avenue. As such, it is recommended that this alternative include a revision to the existing main access point so that the existing access route becomes more circuitous and thus less attractive. One approach would be to realign the access point to tie in opposite 55 Avenue as illustrated in the 1994 Red Deer College Campus Master Plan or opposite 57 Avenue. However, both 55 Avenue and 57 Avenue pass through residential areas and school zones. Realigning the college access points to opposite either roadway may cause concerns about increased traffic volumes on these roadways. As well the College may have some concerns regarding the impact on their on-site circulation patterns.

6.3.2 North Red Deer

Gaetz Avenue/67 Street

In north Red Deer the required improvements to address areas of constraint and concern are relatively straightforward. However, the one location where the potential improvements are more complex and far-reaching exist is Gaetz Avenue in and around 67 Street. Existing levels of congestion are expected to worsen and opportunities to improve the intersection are very limited. The two viable options are as follows:

Construct a New River Crossing Opposite Northlands Drive

The levels of congestion on Gaetz Avenue in the vicinity of 67 Street are partly related to the need for additional crossing capacity of the Red Deer River in both the long-term and short-term. Construction of a new river crossing opposite Northlands Drive would provide this additional capacity. However, the cost of this crossing and associated roadway connections will likely be in excess of \$35 million. As well, while little public comment was received about this proposed river crossing during the course of the study, it is likely to raise some environmental concerns.

Do Nothing

In this alternative motorists would be asked to accept a slightly higher level of congestion at the intersection of Gaetz Avenue and 67 Street. Levels of congestion would still be significantly less than would be considered unacceptable in the Cities of Edmonton and Calgary. This is the recommended alternative as the Northlands Drive crossing is considered expensive and may have some environmental impacts.

Grant Street

A number of alternatives were reviewed to determine if residents' concerns about excessive traffic volumes on Grant Street and Nolan Street could be addressed through modifications to the existing all-directional access to Grant Street at Taylor Drive. The alternatives considered were as follows:

Maintain the Grant Street/Taylor Drive Intersection as All-Directional

With this alternative, a new all-directional intersection would be provided to Taylor Drive midway between Gunn Street and 77 Street, but no changes would be made to the existing Grant Street/Taylor Drive intersection.

Convert the Grant Street/Taylor Drive Intersection to a Right-In/Out Only

As with the preceding alternative, a new all-directional intersection would be constructed either opposite Gunn Street or midway between Gunn Street and 77 Street.

Close the Grant Street/Taylor Drive Intersection

To replace the Gunn Street intersection, a new all-directional intersection would be constructed either opposite Gunn Street or midway between Gunn Street and 77 Street.

At the initial Open Houses no clear preference was expressed by the public for any one of the five alternatives. However, concerns were expressed that all of the alternatives might substantially increase traffic volumes on other roadways such as 59 Avenue. In particular, concerns were noted that a new all-directional intersection on Taylor Drive opposite Gunn Street might increase traffic volumes on Gunn Street east of 59 Avenue.

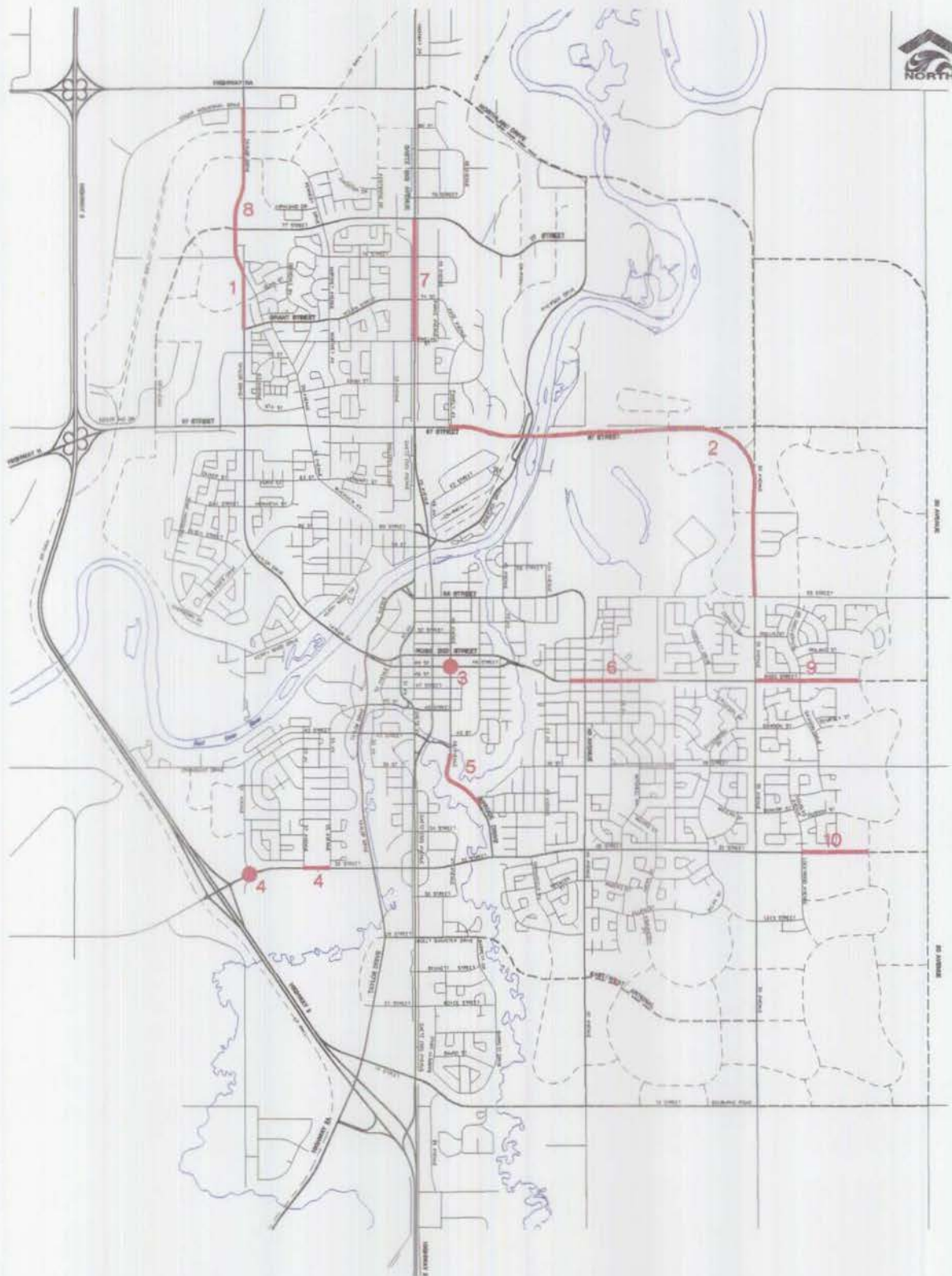
Analysis of the five alternatives using the transportation model indicated that the four alternatives that involve a modification to the existing Grant Street/Taylor Drive intersection would noticeably reduce traffic volumes on Grant Street. Closing the Grant Street/Taylor Drive intersection had the most impact. Predicted reductions in traffic volumes on Nolan Street were minimal at best.

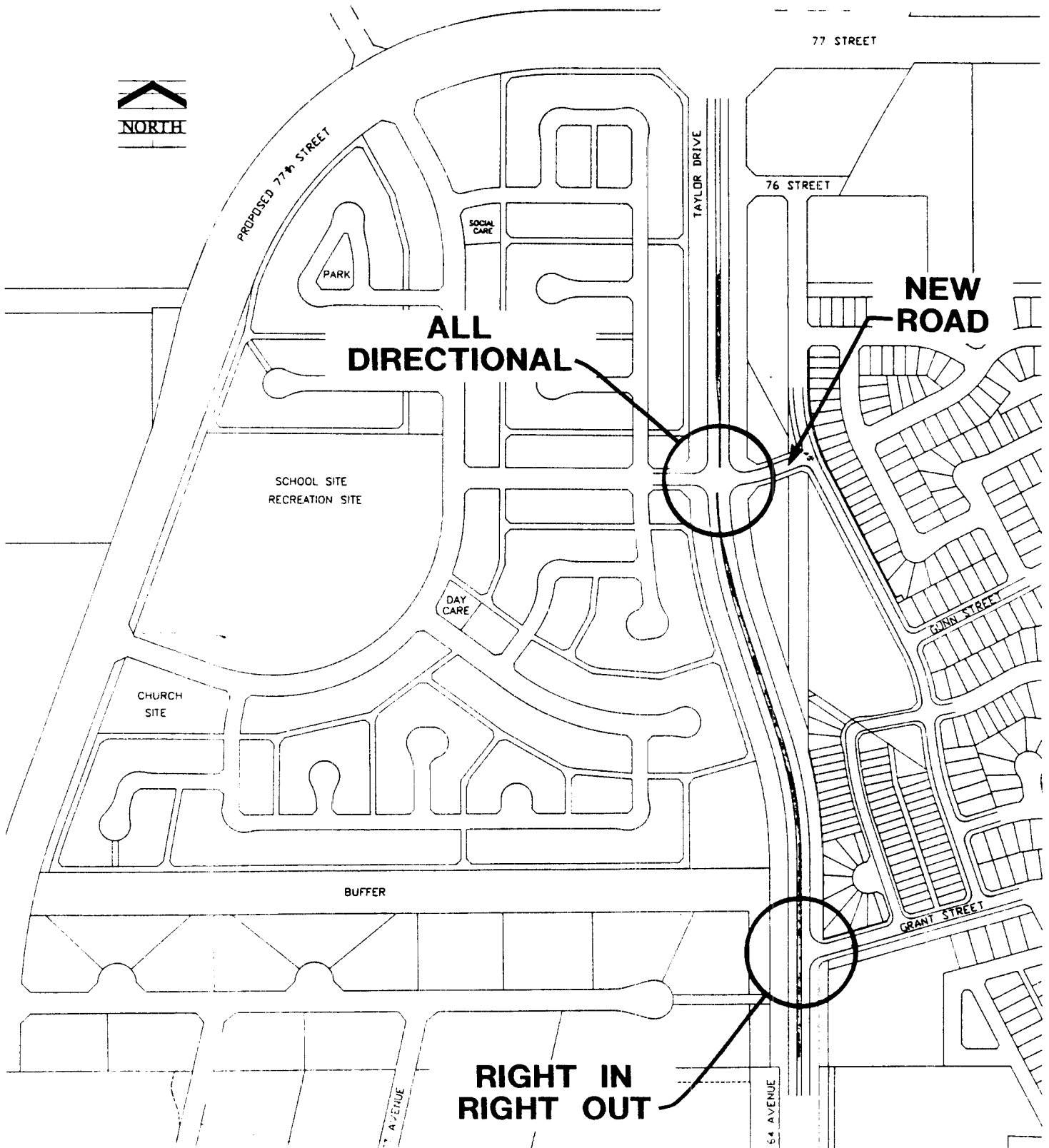
The transportation model analysis also confirmed residents' concerns that traffic volumes on 59 Avenue would increase with all of the alternatives and that providing an intersection on Taylor Drive opposite Gunn Street would substantially increase traffic volumes on Gunn Street east of 59 Avenue.

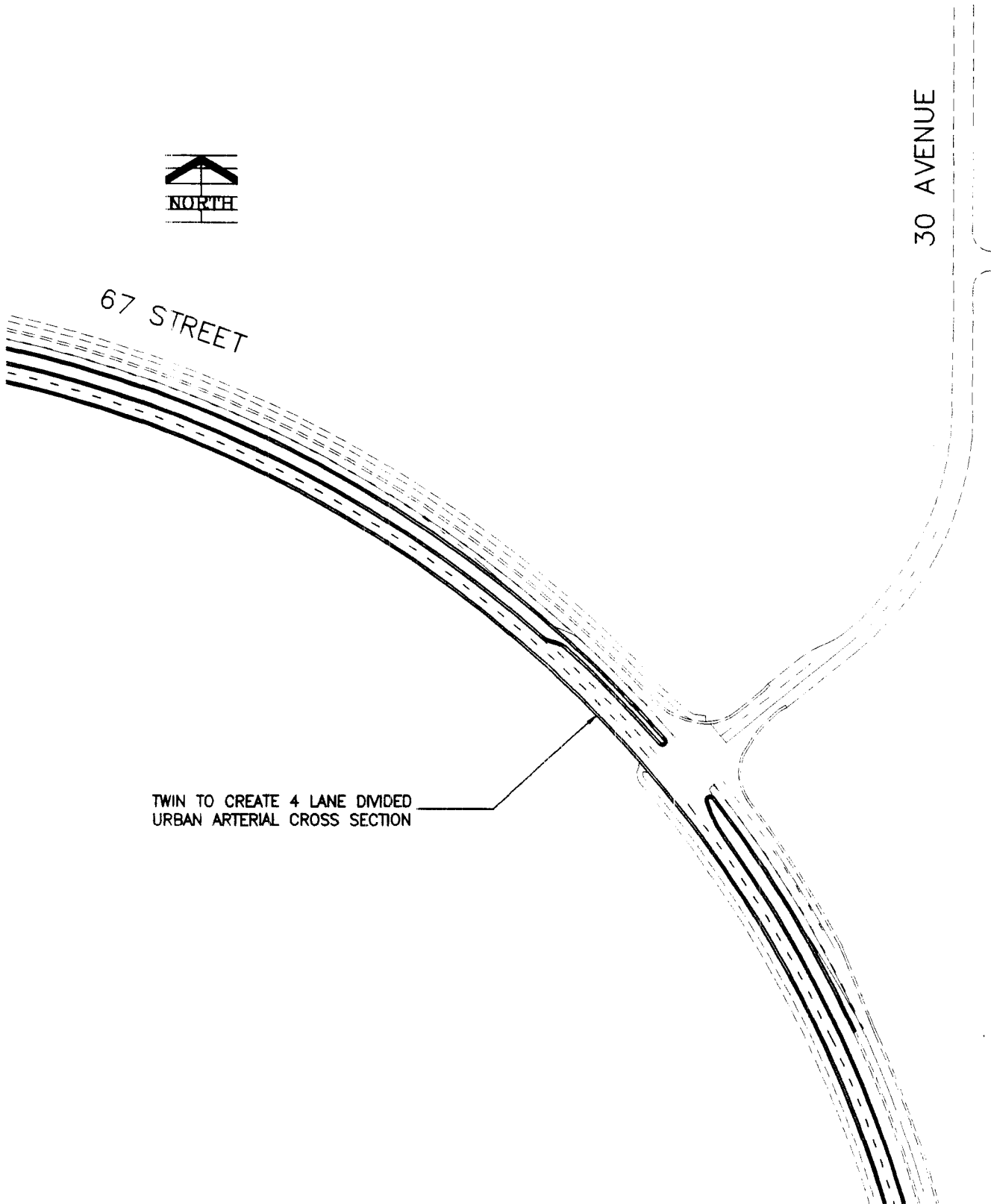
Recognizing the need to balance the desire to reduce traffic volumes on Grant Street while not significantly increasing traffic volumes on other roadways, it was decided that neither closing the existing Grant Street/Taylor Drive or creating a new access on Taylor Drive opposite Gunn Street were appropriate. The recommended approach is construction of a new all-directional intersection on Taylor Drive midway between Gunn street and 77 Street and modification of the Grant Street intersection so that it functions as a right-in/out only intersection. This alternative is relatively low cost and will provide some reductions in traffic volumes on Grant Street with only small increases in traffic volumes on other sensitive roadways such as 59 Avenue.

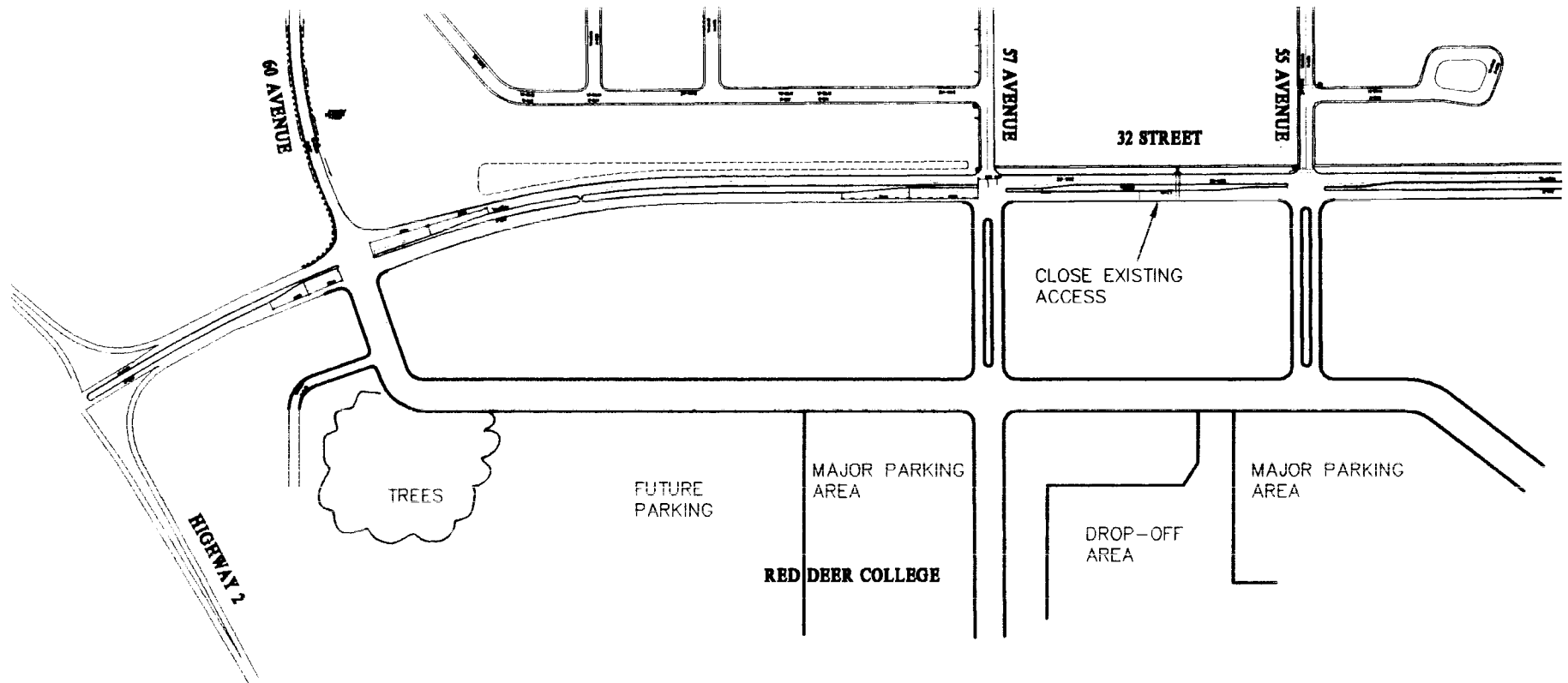
Figure 6.2 illustrates the recommended improvements to accommodate the projected traffic volumes at the 68,000 Population Horizon. Specific improvements include:

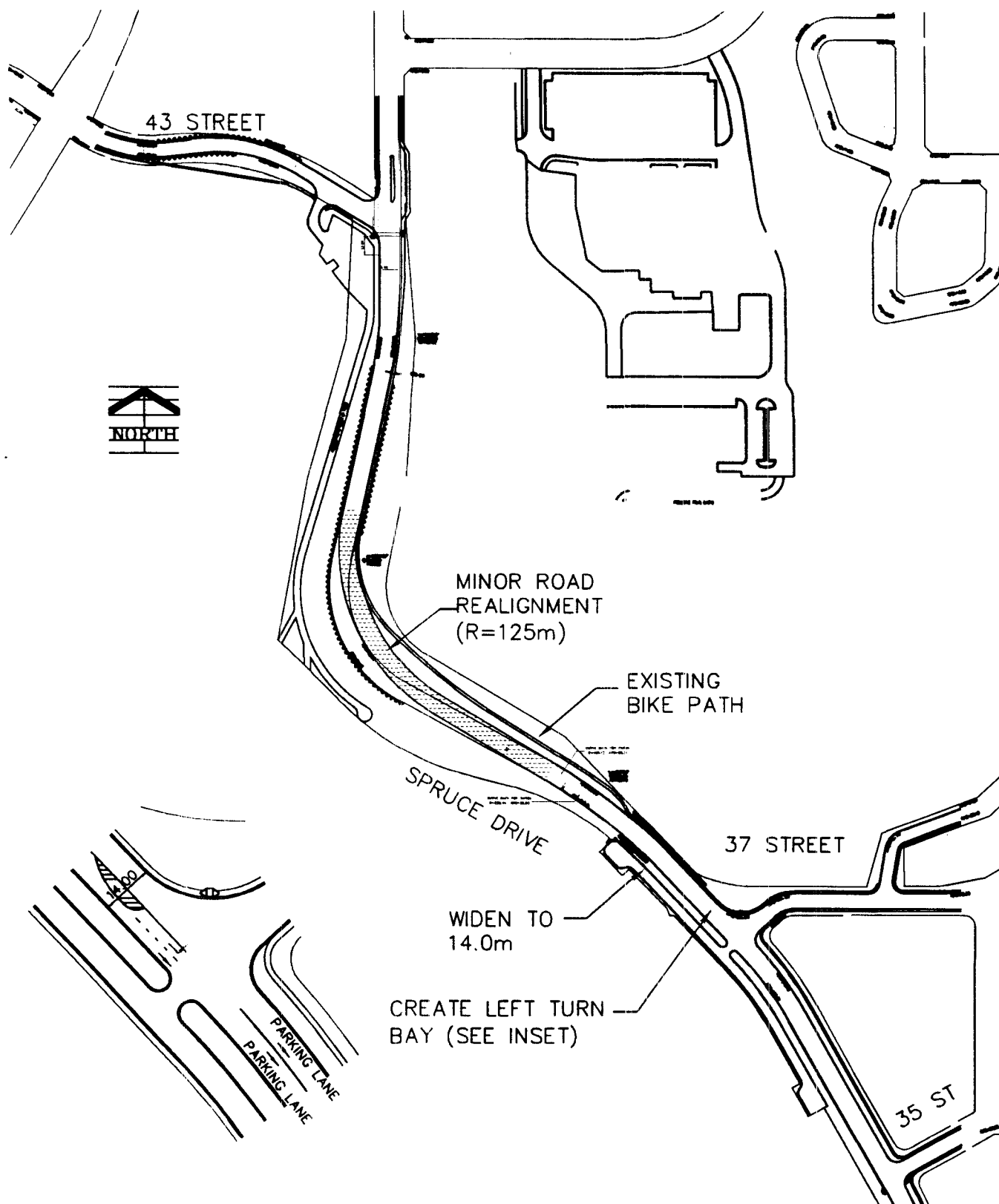
1. Upgrade the existing rural cross-section of Taylor Drive from Grant Street to 77 Street to a four lane divided urban arterial cross-section. Convert the existing Grant Street intersection to a right-in/out configuration and construct an additional intersection on Taylor Drive midway between Gunn Street and 77 Street. (Figure 6.3) This recommended improvement is expected to result in some reduction in traffic volumes on Grant Street. However, it is perceived that the issue of reducing traffic speeds along Gunn Street and Nolan Street is as important to the residents of the area as reducing traffic volumes. Therefore, the installation of traffic calming measures along Grant Street and Nolan Street may be appropriate, but should be studied further. It should be noted that the City has previously investigated the use of typical traffic calming measures such as traffic diverters, four-way stop signs, speed bumps and vehicle traps either in relation to Grant Street or other locations and rejected them as being unsuitable for one reason or another.
2. Twin the existing two lane urban arterial cross-section of 67 Street/30 Avenue from Pameley Avenue to 55 Street to create a four lane divided urban arterial cross-section to address increasing levels of congestion. The work could be done in stages with the first stage being to provide a climbing lane on the east side by twinning 67 Street from the river crossing around to 55 Street. (Figure 6.4) This climbing lane is warranted now based on current truck volumes. The second stage, twinning the river crossing, could be delayed for a few years, but is still warranted by the 68,000 Population Horizon.
3. Relocate the Downtown Transit Transfer Site to an off-street location east of 49 Avenue between 48 Street and 49 Street to improve transit rider safety and reduce vehicular congestion in the area. (Old Sportsworld Parking Lot)
4. Provide two accesses to Red Deer College from 32 Street. The location of these accesses (55 Avenue, 57 Avenue or 60 Avenue as illustrated in Figure 6.5) should be decided only after consultation with the College and adjoining residential communities has been done to ensure potential concerns about on-site circulation and the potential for increased traffic volumes on 55 Avenue and 57 Avenue are addressed.











5. Realign Spruce Drive midway between 37 Street and 43 Street to reduce the curvature on the roadway, improve safety and increase capacity. Concurrent with this realignment it is recommended that the narrow section of Spruce Drive around 37 Street be widened to provide the opportunity for the future use of Spruce Drive as a four lane roadway when it is determined to be required. (Figure 6.6)
6. Reduce congestion on Ross Street by adding left turn lanes at the 40 Avenue intersection and banning parking during peak hours from 39 Avenue to Deer Home Road as is currently done on Ross Street west of 39 Avenue. (Figure 6.7)
7. Widen Gaetz Avenue to a six lane divided urban arterial cross-section from north of 71 Street to north of 77 Street to address increasing levels of congestion on this section of roadway.
8. Twin the existing two lane urban cross-section of Taylor Drive from 77 Street to Edgar Drive to create a four lane divided urban arterial cross-section. This improvement is not required due to traffic volumes, but is intended to provide a continuous high quality alternative route to the relatively congested Gaetz Avenue.
9. Extend Ross Street from 30 Avenue east to Rutherford Drive as a four lane divided urban arterial cross-section and as the initial two lanes of a four lane divided urban arterial cross-section to the proposed east collector roadway in Rosedale East as required to service residential development in the area.
10. Extend 32 Street from Lockwood Avenue east to the east collector roadway as the initial two lanes of a four lane divided urban arterial cross-section as required to service residential development in the area.

Table 6.1 summarizes the recommended improvements and their estimated cost.

Table 6.2 summarizes the existing and projected 68,000 Population Horizon daily traffic volumes and an approximation of level of service on the arterial roadway network as calculated by the transportation model. Figure 6.8 graphically illustrates the projected traffic volumes. It should be noted that the existing daily traffic volumes as estimated by the transportation model will differ from actual count data. The existing daily traffic volume numbers are provided as a reference only to illustrate projected growth in traffic volumes and should be quoted with caution. As well, the volume to capacity ratios quoted are based solely on link capacities and do not include

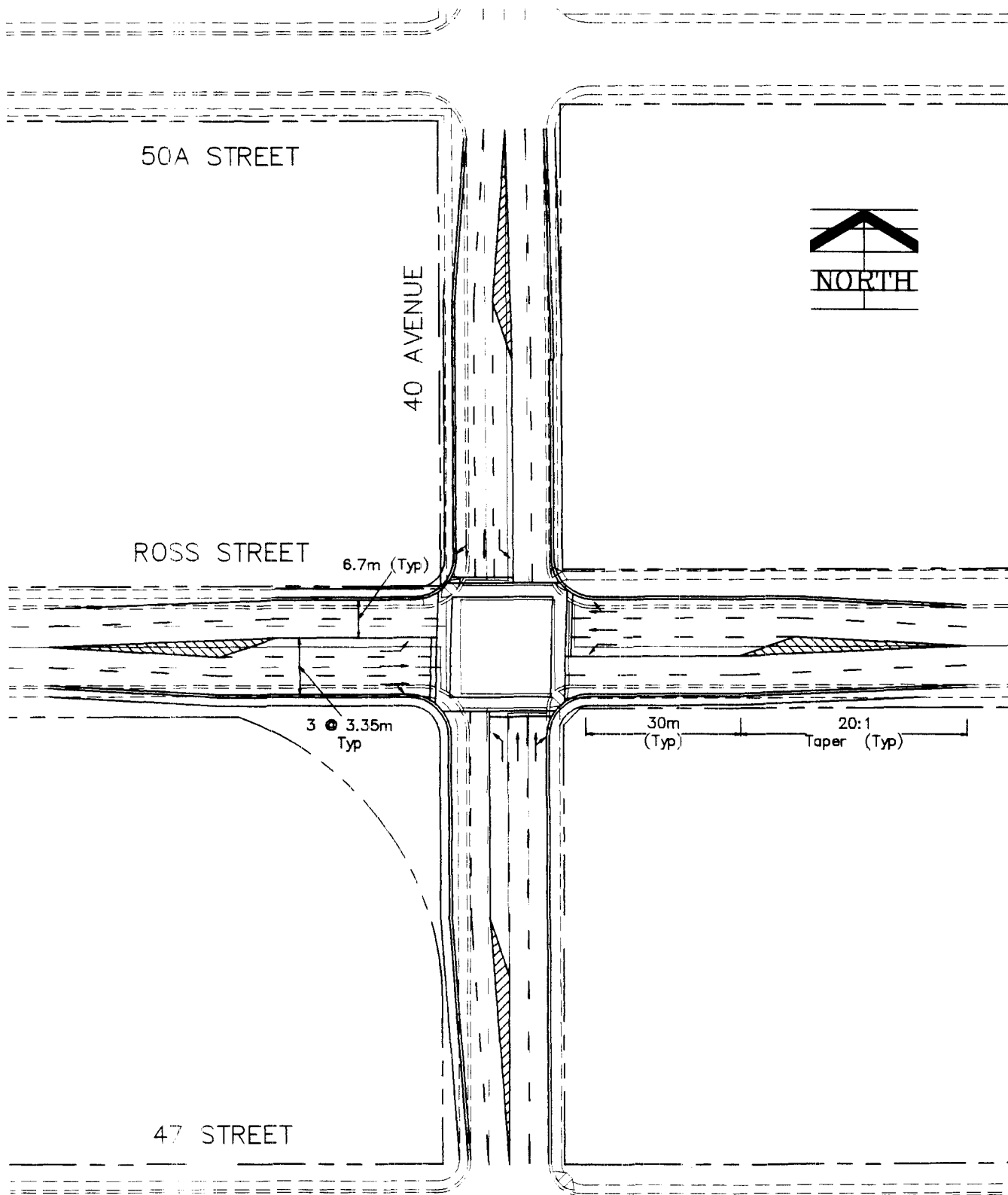


Table 6.1
Summary of Roadway Network Improvements
68,000 Population Horizon

| Item | Length | Estimated Cost (1) (1996 dollars) |
|---|--------|--------------------------------------|
| 1. Upgrade Taylor Drive from Grant Street to 77 Street to a four lane divided urban arterial cross-section | 1.0 km | 2,400,000 |
| 2a. Twin 67 Street/30 Avenue from east of bridge to 55 Street to create a four lane divided urban arterial cross-section | 3.2 km | 4,000,000 |
| 2b. Twin 67 Street east of the river, the river bridge and the CN overpass | 1.0 km | 4,500,000 |
| 3. Relocate the Downtown Transit Transfer Site | N/A | 1,600,000 |
| 4. Red Deer College access improvements on 32 Street | N/A | 700,000 |
| 5. Realign Spruce Drive midway between 37 Street and 43 Street to improve safety and widen as required to be able to accommodate four lanes in the future | 0.6 km | 700,000 |
| 6. Add turn left lanes at the intersection of 40 Avenue/Ross Street and ban parking in the peak hours from 40 Avenue to Deer Home Road | N/A | 200,000 |
| 7. Widen Gaetz Avenue from north of 71 Street to north of 77 Street to a six lane divided urban arterial cross-section | 1.2 km | 2,000,000 |
| 8. Twin Taylor Drive from 77 Street to south of Hwy. 11A to create a four lane divided urban arterial cross-section | 1.0 km | 1,300,000 |
| 9. Extend Ross Street from 30 Avenue east to Rutherford Drive as a four lane divided urban arterial cross-section and beyond to the east collector roadway in Rosedale East as the initial two lanes of this same cross-section | 1.2 km | 2,100,000 |
| 10. Extend 32 Street from Davison Drive east to the east collector roadway as the initial two lanes of a four lane divided urban arterial cross-section | 0.6 km | 900,000 |

(1) Excludes property acquisition costs

Table 6.2
Summary of Roadway Network Conditions
68,000 Population Horizon

| Roadway | From | To | 1996 TModel2 Forecast Daily Traffic Volumes | Projected TModel2 Daily Traffic Volumes | Projected TModel2 Level of Service (No Improvements) | Projected TModel2 Level of Service (With Recommended Improvements) |
|--------------------------|-------------------------------------|-------------------------------------|--|--|--|---|
| 68 Avenue | 67 Street | Edgar Drive (South) | 2,700 | 2,900 | A | A |
| Taylor Drive | Highway 11A | Edgar Drive (North) | 4,800 | 5,900 | A | A |
| Taylor Drive | Edgar Drive (North) | 67 Avenue / Kennedy Drive | 5,500 | 7,400 | A | A |
| Taylor Drive | 67 Avenue / Kennedy Drive | 77 Street | 5,500 | 8,200 | A | A |
| Taylor Drive | 77 Street | Grant Street | 5,000 | 8,500 | A | A |
| Taylor Drive | Grant Street | 67 Street | 14,100 | 12,400 | A | A |
| Taylor Drive | 67 Street | Overdown Drive / Hamilton Boulevard | #N/A | 20,700 | #N/A | A |
| Taylor Drive | Overdown Drive / Hamilton Boulevard | Horn Street / Oliver Street | 18,200 | 20,300 | A | A |
| Taylor Drive | Horn Street / Oliver Street | Oleander Drive / 60 Street | 20,500 | 22,500 | A | A |
| Taylor Drive | Oleander Drive / 60 Street | Kerry Wood Drive | 22,400 | 24,400 | A | A |
| Taylor Drive | Kerry Wood Drive | Taylor Drive Bridge | 26,800 | 28,400 | B | C |
| Taylor Drive | Ross Street | 47 Street | 20,700 | 22,000 | A | A |
| Taylor Drive | 47 Street | 45 Street | 19,900 | 21,500 | A | A |
| Taylor Drive | 45 Street | 43 Street | 14,900 | 14,600 | A | A |
| Taylor Drive | 43 Street | 32 Street | 10,700 | 12,100 | A | A |
| Taylor Drive | 32 Street | 28 Street | 8,600 | 9,600 | A | A |
| Taylor Drive | 28 Street | Chrysler Avenue | 7,600 | 8,800 | A | A |
| Taylor Drive | Chrysler Avenue | Delburne Road | 5,200 | 6,000 | A | A |
| Taylor Drive | Delburne Road | Highway 2 (South Ramp) | 5,200 | 6,000 | A | A |
| Taylor Drive | Highway 2 (South Ramp) | Highway 2A (South) | 5,400 | 6,100 | A | A |
| Riverview (59) Avenue | 67 Street | Horn Street / Hermary Street | 1,600 | 1,900 | A | A |
| Riverview (59) Avenue | Horn Street / Hermary Street | 60 Street | 2,700 | 2,800 | A | A |
| Riverview (59) Avenue | 60 Street | 59 Street | 2,500 | 2,600 | A | A |
| Riverview (59) Avenue | 59 Street | Taylor Drive | 3,600 | 3,500 | A | A |
| 54 Avenue | Gaetz Avenue | Taylor Drive | 5,500 | 5,900 | A | A |
| Gaetz Avenue | Highway 11A | 80 Street | 13,500 | 15,900 | A | A |
| Gaetz Avenue | 80 Street | 78A Street | 13,200 | 15,600 | A | A |
| Gaetz Avenue | 78A Street | 78 Street | 14,300 | 16,700 | A | A |
| Gaetz Avenue | 78 Street | 77 Street | 16,000 | 19,000 | A | A |
| Gaetz Avenue | 77 Street | 76 Street | 17,400 | 23,900 | C | A |
| Gaetz Avenue | 76 Street | 74 Street | 17,800 | 24,000 | C | A |
| Gaetz Avenue | 74 Street | 71 Street | 20,700 | 27,300 | C | A |
| Gaetz Avenue | 71 Street | 68 Street | 25,500 | 31,100 | A | A |
| Gaetz Avenue | 68 Street | 67 Street | 30,000 | 35,300 | A | A |
| Gaetz Avenue | 67 Street | 63 Street | 27,200 | 30,500 | A | A |
| Gaetz Avenue | 63 Street | 60 Street | 30,300 | 33,500 | A | A |
| Gaetz Avenue | 60 Street | 59 Street | 16,800 | 18,700 | A | A |

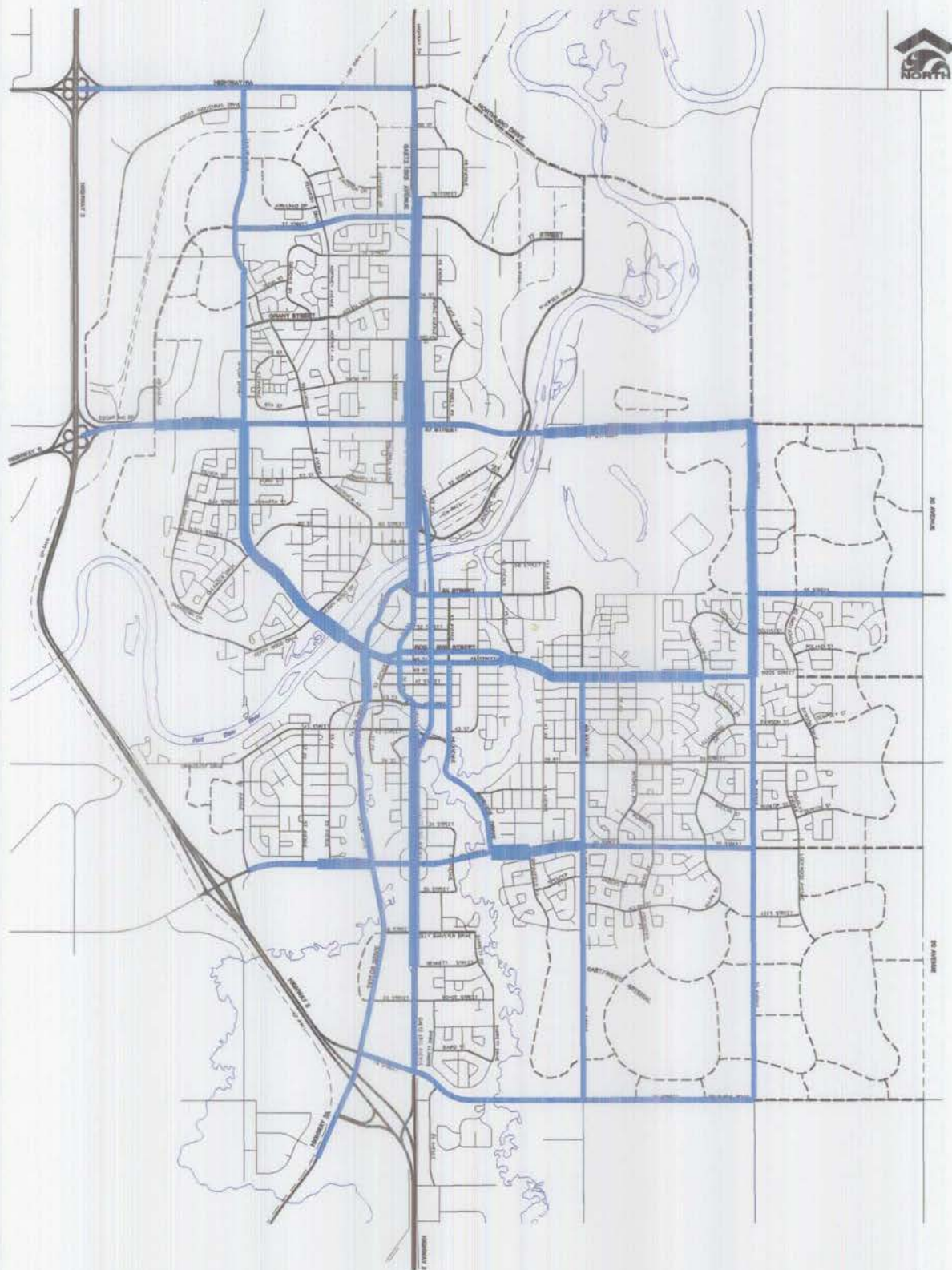
| Roadway | From | To | 1996 TModel2 Forecast Daily Traffic Volumes | Projected TModel2 Daily Traffic Volumes | Projected TModel2 Level of Service (No Improvements) | Projected TModel2 Level of Service (With Recommended Improvements) |
|-----------------|--------------------------------|--------------------------------|--|--|--|---|
| Gaetz Avenue | 59 Street | 55 Street | 17,100 | 18,900 | A | A |
| Gaetz Avenue | 55 Street | 52 Street | 10,700 | 11,100 | A | A |
| 51 Avenue | 52 Street | Ross Street | 9,800 | 9,500 | A | A |
| 51 Avenue | Ross Street | 49 Street | 10,500 | 10,100 | A | A |
| 51 Avenue | 49 Street | 47 Street | 10,900 | 10,900 | A | A |
| 51 Avenue | 47 Street | 45 Street | 10,700 | 11,100 | A | A |
| Gaetz Avenue | 45 Street | 43 Street | 10,800 | 10,900 | A | A |
| Gaetz Avenue | 43 Street | 39 Street | 15,500 | 15,800 | A | A |
| Gaetz Avenue | 39 Street | 36 Street | 17,500 | 17,800 | A | A |
| Gaetz Avenue | 36 Street | 34 Street | 16,100 | 16,600 | A | A |
| Gaetz Avenue | 34 Street | 32 Street | 16,800 | 17,300 | A | A |
| Gaetz Avenue | 32 Street | 30 Street | 19,200 | 19,800 | A | A |
| Gaetz Avenue | 30 Street | 28 Street | 17,600 | 18,100 | A | A |
| Gaetz Avenue | 28 Street | Bennett Street | 16,800 | 17,400 | A | A |
| Gaetz Avenue | Bennett Street | Boyce Street | 14,700 | 15,100 | A | A |
| Gaetz Avenue | Boyce Street | Delburne Road | 11,500 | 11,500 | A | A |
| 49 Avenue | 39 Street | 43 Street | 9,000 | 9,100 | A | A |
| 49 Avenue | 43 Street | 45 Street | 10,000 | 10,400 | A | A |
| 49 Avenue | 45 Street | 49 Street | 9,600 | 10,000 | A | A |
| 49 Avenue | 49 Street | Ross Street | 10,000 | 10,200 | A | A |
| 49 Avenue | Ross Street | 52 Street | 12,600 | 12,400 | A | A |
| 49 Avenue | 52 Street | 55 Street | 12,900 | 12,600 | A | A |
| 49 Avenue | 55 Street | Riverside Drive | 17,500 | 19,100 | A | A |
| 49 Avenue | Riverside Drive | 63 Street | 16,600 | 18,200 | A | A |
| 48 Avenue | 55 Street | 52 Street | 1,800 | 3,000 | A | A |
| 48 Avenue | 52 Street | 50 Street | 3,700 | 5,500 | A | A |
| 48 Avenue | 50 Street | 49 Street | 5,200 | 6,800 | A | A |
| 48 Avenue | 49 Street | 45 Street | 6,000 | 6,900 | A | A |
| 48 Avenue | 45 Street | 43 Street | 5,100 | 6,500 | A | A |
| Spruce Drive | 43 Street | 37 Street | 10,000 | 13,000 | C | C |
| Spruce Drive | 37 Street | 32 Street | 7,600 | 10,500 | A | B |
| Riverside Drive | 49 Avenue | 48 Avenue | 3,900 | 4,400 | A | A |
| Riverside Drive | 48 Avenue | 67 Street | 3,000 | 3,600 | A | A |
| Riverside Drive | 67 Street | 77 Street | 2,400 | 3,600 | A | A |
| 40 Avenue | 55 Street | Ross Street | 2,400 | 4,000 | A | A |
| 40 Avenue | Ross Street | 39 Street | 8,100 | 9,700 | A | A |
| 40 Avenue | 39 Street | 32 Street | 6,400 | 8,400 | A | A |
| 40 Avenue | 32 Street | Spencer Street / Anders Street | 7,100 | 8,800 | A | A |
| 40 Avenue | Spencer Street / Anders Street | Allan Street | 5,300 | 6,800 | A | A |
| 40 Avenue | Allan Street | Selkirk Boulevard | 4,500 | 5,800 | A | A |
| 40 Avenue | Selkirk Boulevard | 28 Street | 4,100 | 5,100 | A | A |
| 40 Avenue | 28 Street | Residential Collector | 4,100 | 5,100 | A | A |
| 40 Avenue | Residential Collector | Delburne Road | 4,100 | 5,100 | A | A |
| 30 Avenue | 77 Street | 67 Street | 800 | 800 | A | A |
| 30 Avenue | 67 Street | 61 Street | 10,800 | 15,000 | D | A |
| 30 Avenue | 61 Street | 55 Street | 10,800 | 15,100 | D | A |

| Roadway | From | To | 1996 TModel2 Forecast Daily Traffic Volumes | Projected TModel2 Daily Traffic Volumes | Projected TModel2 Level of Service (No Improvements) | Projected TModel2 Level of Service (With Recommended Improvements) |
|------------------|----------------------------------|----------------------------------|--|--|--|---|
| 30 Avenue | 55 Street | Ross Street | 11,300 | 15,600 | A | A |
| 30 Avenue | Ross Street | Ellenwood Drive / Dempsey Avenue | 9,300 | 11,200 | A | A |
| 30 Avenue | Ellenwood Drive / Dempsey Avenue | 39 Street | 9,600 | 13,500 | A | A |
| 30 Avenue | 39 Street | McLean Street | 8,700 | 13,100 | A | A |
| 30 Avenue | McLean Street | 32 Street | 7,100 | 11,200 | A | A |
| 30 Avenue | 32 Street | Lees Street | 4,100 | 7,900 | A | A |
| 30 Avenue | Lees Street | 28 Street | 4,000 | 6,000 | A | A |
| 30 Avenue | 28 Street | Delburne Road | 4,000 | 6,000 | A | A |
| 20 Avenue | 77 Street | 67 Street | 100 | 200 | A | A |
| 20 Avenue | 67 Street | 55 Street | 100 | 200 | A | A |
| 20 Avenue | 55 Street | Ross Street | 1,000 | 1,600 | A | A |
| 20 Avenue | Ross Street | 39 Street | 1,000 | 1,300 | A | A |
| 20 Avenue | 39 Street | 32 Street | 400 | 700 | A | A |
| 20 Avenue | 32 Street | 28 Street | 400 | 600 | A | A |
| 20 Avenue | 28 Street | Delburne Road | 400 | 600 | A | A |
| Highway 11A | Highway 2 | Taylor Drive | 5,800 | 6,300 | A | A |
| Highway 11A | Taylor Drive | Gaetz Avenue | 5,100 | 6,100 | A | A |
| 77 Street | Taylor Drive | Northey Avenue | 1,400 | 2,700 | A | A |
| 77 Street | Northey Avenue | 53 Avenue | 1,300 | 4,200 | A | A |
| 77 Street | 53 Avenue | Gaetz Avenue | 2,100 | 6,200 | A | A |
| 77 Street | Gaetz Avenue | Riverside Drive | 1,800 | 2,900 | A | A |
| 67 Street | Highway 2 | 68 Avenue | 12,100 | 12,800 | A | A |
| 67 Street | 68 Avenue | Taylor Drive | 14,200 | 15,100 | A | A |
| 67 Street | Taylor Drive | 59 Avenue | 7,200 | 8,100 | A | A |
| 67 Street | 59 Avenue | 52 Avenue | 9,500 | 10,900 | A | A |
| 67 Street | 52 Avenue | Gaetz Avenue | 9,400 | 10,500 | A | A |
| 67 Street | Gaetz Avenue | Pamely Avenue | 10,700 | 14,200 | A | A |
| 67 Street | Pamely Avenue | 67 Street Bridge | 10,100 | 13,500 | B | A |
| 67 Street | 67 Street Bridge | | 11,200 | 15,300 | D | A |
| 67 Street | 67 Street Bridge | 30 Avenue | 11,200 | 15,300 | D | A |
| 67 Street | 30 Avenue | 20 Avenue | 0 | 0 | A | A |
| 55 Street | Gaetz Avenue | 49 Avenue | 7,900 | 9,300 | A | A |
| 55 Street | 49 Avenue | 48 Avenue | 9,900 | 13,200 | A | A |
| 55 Street | 48 Avenue | 47 Avenue | 9,400 | 11,500 | A | A |
| 55 Street | 47 Avenue | 45 Avenue | 9,000 | 11,300 | A | A |
| 55 Street | 45 Avenue | 40 Avenue | 1,800 | 3,300 | A | A |
| 55 Street | 30 Avenue | 20 Avenue | 6,500 | 8,400 | A | A |
| Ross (50) Street | 54 Avenue | 52 Avenue | 6,400 | 6,200 | A | A |
| Ross (50) Street | 52 Avenue | 51 Avenue | 7,600 | 7,400 | A | A |
| Ross (50) Street | 51 Avenue | 49 Avenue | 7,000 | 6,800 | A | A |
| Ross (50) Street | 49 Avenue | 48 Avenue | 7,500 | 6,900 | A | A |
| Ross (50) Street | 48 Avenue | 47 Avenue | 8,100 | 7,300 | A | A |
| Ross (50) Street | 47 Avenue | 49 Street | 7,900 | 6,900 | A | A |
| Ross (50) Street | 46 Avenue | 43 Avenue | 20,500 | 19,500 | A | A |
| Ross (50) Street | 43 Avenue | 40 Avenue | 20,300 | 19,600 | A | A |

| Roadway | From | To | 1996 TModel2 Forecast Daily Traffic Volumes | Projected TModel2 Daily Traffic Volumes | Projected TModel2 Level of Service (No Improvements) | Projected TModel2 Level of Service (With Recommended Improvements) |
|------------------|-----------------------|-----------------------|--|--|--|---|
| Ross (50) Street | 40 Avenue | 38 Avenue | 18,700 | 17,300 | A | A |
| Ross (50) Street | 38 Avenue | Erickson Drive | 17,200 | 17,100 | A | A |
| Ross (50) Street | Erickson Drive | 30 Avenue | 6,100 | 5,700 | A | A |
| Ross (50) Street | 30 Avenue | Rutherford Drive | 2,700 | 4,800 | A | A |
| Ross (50) Street | Rutherford Drive | Residential Collector | 0 | 700 | A | A |
| Ross (50) Street | Residential Collector | 20 Avenue | #N/A | 300 | #N/A | A |
| 49 Street | 54 Avenue | 52 Avenue | 5,400 | 5,600 | A | A |
| 49 Street | 52 Avenue | 51 Avenue | 6,200 | 6,500 | A | A |
| 49 Street | 51 Avenue | 49 Avenue | 6,500 | 6,500 | A | A |
| 49 Street | 49 Avenue | 48 Avenue | 7,600 | 8,000 | A | A |
| 49 Street | 48 Avenue | 47 Avenue | 9,500 | 9,800 | A | A |
| 49 Street | 47 Avenue | Ross Street | 10,500 | 10,400 | A | A |
| 45 Street | 54 Avenue | Gaetz Avenue | 4,300 | 4,500 | A | A |
| 45 Street | Gaetz Avenue | 49 Avenue | 5,300 | 5,000 | A | A |
| 45 Street | 49 Avenue | 48 Avenue | 7,800 | 6,800 | A | A |
| 43 Street | 57 Avenue | 55 Avenue | 5,500 | 5,400 | A | A |
| 43 Street | 55 Avenue | Taylor Drive | 2,900 | 700 | A | A |
| 43 Street | Taylor Drive | Gaetz Avenue | 2,300 | 2,900 | A | A |
| 43 Street | Gaetz Avenue | 49 Avenue | 5,000 | 6,500 | A | A |
| 43 Street | 49 Avenue | 48 Avenue | 5,000 | 6,900 | A | B |
| 39 Street | 40 Avenue | 30 Avenue | 2,000 | 4,300 | A | A |
| 32 Street | 60 Avenue | 57 Avenue | 6,300 | 5,400 | A | A |
| 32 Street | 57 Avenue | RDC Entrance | 8,600 | 7,700 | A | A |
| 32 Street | RDC Entrance | 55 Avenue | 15,000 | 7,700 | A | A |
| 32 Street | 55 Avenue | Taylor Drive | 15,500 | 17,500 | A | A |
| 32 Street | Taylor Drive | Gaetz (50) Avenue | 9,800 | 11,100 | A | A |
| 32 Street | Gaetz (50) Avenue | 47 Avenue | 12,800 | 14,100 | A | A |
| 32 Street | 47 Avenue | Spruce Drive | 14,500 | 16,300 | A | A |
| 32 Street | Spruce Drive | Springfield Avenue | 21,300 | 25,800 | C | C |
| 32 Street | Springfield Avenue | 43 Avenue | 19,000 | 23,800 | B | B |
| 32 Street | 43 Avenue | 40 Avenue | 17,600 | 22,900 | B | B |
| 32 Street | 40 Avenue | Mitchell Avenue | 10,500 | 12,800 | A | A |
| 32 Street | Mitchell Avenue | Ayers Avenue | 10,100 | 12,500 | A | A |
| 32 Street | Ayers Avenue | Metcalf Avenue | 10,400 | 12,900 | A | A |
| 32 Street | Metcalf Avenue | 30 Avenue | 5,200 | 8,600 | A | A |
| 32 Street | 30 Avenue | Residential Collector | 1,400 | 3,500 | A | A |
| 32 Street | Residential Collector | Residential Collector | #N/A | 200 | #N/A | A |
| 32 Street | Residential Collector | 20 Avenue | #N/A | 300 | #N/A | A |
| 28 Street | Taylor Drive | Gaetz (50) Avenue | 5,000 | 4,900 | A | A |
| 28 Street | Gaetz (50) Avenue | Barrett Drive | 1,300 | 1,400 | A | A |
| 28 Street | Barrett Drive | 40 Avenue | #N/A | #N/A | #N/A | #N/A |
| 28 Street | 40 Avenue | Residential Collector | #N/A | 600 | #N/A | A |
| 28 Street | Residential Collector | 30 Avenue | #N/A | 100 | #N/A | A |
| 28 Street | 30 Avenue | Residential Collector | #N/A | 0 | #N/A | A |

| Roadway | From | To | 1996 TModel2 Forecast Daily Traffic Volumes | Projected TModel2 Daily Traffic Volumes | Projected TModel2 Level of Service (No Improvements) | Projected TModel2 Level of Service (With Recommended Improvements) |
|---------------|-------------------|-------------------|--|--|--|---|
| Delburne Road | Taylor Drive | Gaetz (50) Avenue | 5,100 | 5,800 | A | A |
| Delburne Road | Gaetz (50) Avenue | Westerner Access | 8,300 | 9,200 | A | A |
| Delburne Road | Westerner Access | 40 Avenue | 7,200 | 8,300 | A | A |
| Delburne Road | 40 Avenue | 30 Avenue | 5,600 | 7,300 | A | A |
| Delburne Road | 30 Avenue | 20 Avenue | 2,000 | 2,600 | A | A |

Used Factor of 11 to Convert TModel2 PM Peak Volumes to Daily Traffic Volumes



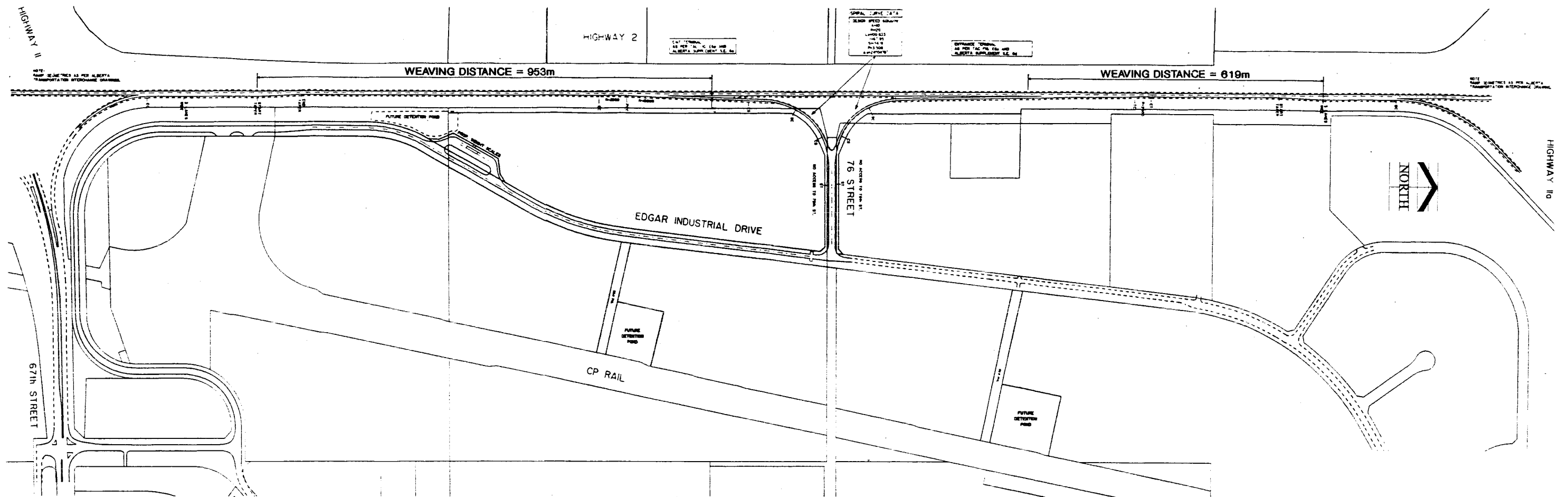
the delays associated with intersections which the transportation model and this study considered in defining the recommended improvements.

6.5 EDGAR INDUSTRIAL PARK ACCESS FROM HIGHWAY 2

The City of Red Deer is proposing to develop a right-in/out access to Edgar Industrial Park from Highway 2 northbound midway between Highway 11 (67 Street) and Highway 11A. The spacing between the Highway 11 (67 Street) and Highway 11A interchanges on Highway 2 is adequate to permit a right-in/out ramp system to be developed in a manner consistent with Transportation Association of Canada Manual of Geometric Design Standards for Canadian Roads and the Alberta supplement to these guidelines. The proposed access location and ramp geometry are illustrated on Figure 6.9. It should be noted that some minor modifications to the plan geometry would be required to meet Alberta Transportation & Utilities current design standards. In addition, provision of an auxiliary lane between the two interchanges may be required as the weaving distances are less than 1,000 metres.

An analysis was undertaken using the transportation model with and without this proposed right-in/out access to determine its impact on traffic patterns. Few trips utilized the access during the PM peak hour analysis period and it had little impact on traffic operations on the City's roadway network. In general, this proposed access would primarily serve external-internal trips many of which would be larger long-haul trucks taking advantage of the direct access to and from Highway 2.

By providing a direct access to Highway 2 for larger long-haul trucks, the access would reduce truck turning movements on 67 Street and Highway 11A, potentially eliminate the need for trucks to cross the CPR tracks in order to access the industrial area west of the tracks and improve the economic value of the industrial lands adjacent to Highway 2. Since volumes using the access will be nominal and the access can be constructed to meet or exceed Alberta Transportation & Utilities design standards, it will have little or no impact on traffic operations on Highway 2. Notwithstanding this, Alberta Transportation & Utilities are philosophically opposed to the provision of direct access to Highway 2 and have permitted it to occur only in a limited number of cases.



7.0 Long-Term (85,000 Population Horizon) Roadway Network Requirements

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7.0 Long-Term (85,000 Population Horizon) Roadway Network Requirements

7.1 ASSUMED GROWTH AREAS

Population and employment growth areas to the 85,000 Population Horizon are illustrated on Figure 7.1. Between the 68,000 and 85,000 Population Horizons, residential growth continues out to the east limits of the City as well as in the northwest part of the City. Expansion of residential areas begins to occur towards the south to the east of 40 Avenue and to the west of Taylor Drive south of Red Deer College. Employment growth will be primarily concentrated in the north and northwest parts of the City.

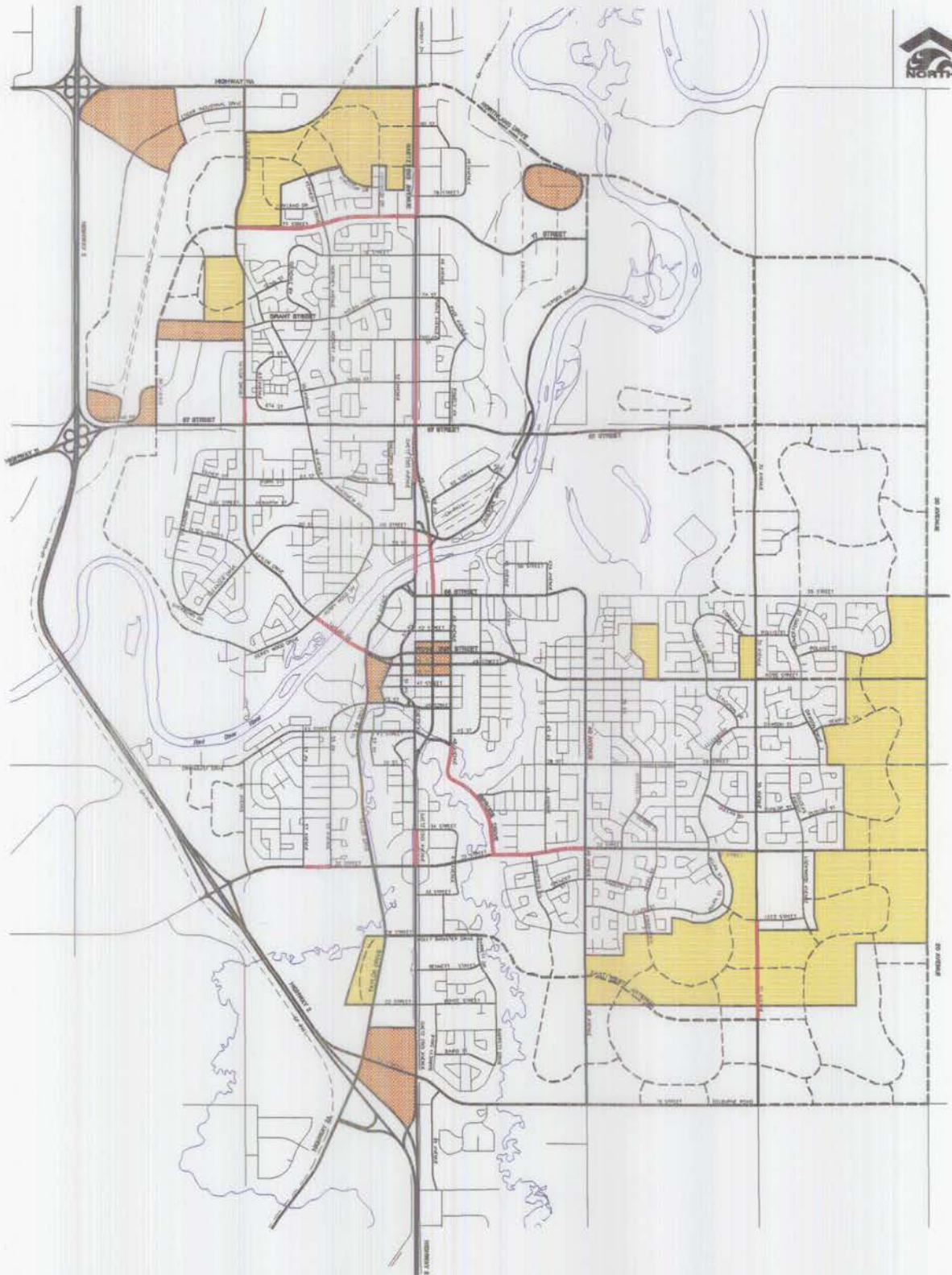
7.2 PROJECTED ROADWAY NETWORK CONSTRAINTS AND CONCERNS

7.2.1 General

As previously noted in Section 6.0, a Level of Service C or Volume to Capacity Ratio of 0.7 during the PM Peak Hour as calculated by the transportation model has been used to define a congested location. Figure 7.1 summarizes these locations at the 85,000 Population Horizons assuming the recommended roadway network improvements for the 68,000 Population Horizon in place. It should be noted that in the case of 32 Street east of Spruce Drive and Gaetz Avenue in and around 67 Street the level of service at this population horizon is substantially lower than Level of Service C. While improvements to address congestion at these locations were potentially warranted by the 68,000 Population Horizon, they were not recommended due to their cost or potentially significant environmental or social impacts.

7.2.2 South Red Deer

In south Red Deer capacity constraints are evident on 32 Street between 40 Avenue and Spruce Drive, at the east access point to Red Deer College and on Gaetz Avenue in and around 32 Street. Congestion problems on 32 Street around the college accesses are related to general traffic volume increases on 32 Street and anticipated increases in enrollment at the college by the 85,000 Population Horizon. Should enrollment projections differ substantially from those assumed, the extent of the congestion problems would be significantly affected.



Continuing residential development in south Red Deer will also create the need for improvements on 30 Avenue south of Lees Street.

7.2.3 Central Red Deer

Despite the recommended twinning of the 67 Street bridge prior to reaching the 68,000 Population Horizon, the Taylor Drive, Gaetz Avenue and 49 Avenue river crossings begin to become congested by the 85,000 Population Horizon. Additional river crossing capacity will be warranted by the 85,000 Population Horizon.

7.2.4 North Red Deer

In north Red Deer congestion is evident on Gaetz Avenue in and around 67 Street and on the section of Gaetz Avenue between 77 Street and Highway 11A. Inadequate roadway capacity is also evident on 77 Street between Kentwood Drive and Taylor Drive and on Taylor Drive in and around 67 Street.

7.3 EVALUATION OF ALTERNATIVES

7.3.1 South Red Deer

32 Street

Alternatives considered to address congestion on 32 Street are as follows:

Delburne Road/40 Avenue/30 Avenue

During the course of the study some members of the public suggested that traffic capacity improvements to Delburne Road, 40 Avenue and 30 Avenue would in their opinion provide sufficient additional roadway capacity to relieve congestion on 32 Street. Analysis using the transportation model indicates that while improvements to these roadways will reduce traffic volumes on 32 Street, they do not reduce them sufficiently to produce a significant reduction in congestion on 32 Street. In simple terms, Delburne Road is too far south to be very attractive an alternative to 32 Street even if 32 Street is relatively congested. Accordingly, while improvements to these roadways may be desirable to provide a high quality of access to the Westerner and new residential areas in southeast Red Deer, and will probably delay the need for improvements on 32 Street to beyond the 75,000 Population Horizon, they are not adequate in themselves to address congestion problems which are projected to occur by the 85,000 Population Horizon on 32 Street.

Do Nothing

In this alternative motorists would be asked to accept levels of congestion along 32 Street similar to experienced on congested roadways in the Cities of Edmonton and Calgary. It is believed that this alternative would not be acceptable to most motorists in a city the size of Red Deer where a high level of mobility is considered the norm.

Construct Molly Banister Drive From 40 Avenue to Barrett Drive

In this alternative Molly Banister Drive would be extended east from Barrett Drive across Piper Creek to 40 Avenue. Through construction of an alternative route to 32 Street, congestion levels on 32 Street are substantially decreased, but still remain above currently acceptable levels.

As previously noted this alternative has been vigorously opposed by some members of the public due to potential environmental impacts on the Bower Woods area immediately to the east of Barrett Drive. Given this opposition and that the alternative will not eliminate the eventual need for improvements on 32 Street, there appears to be little merit in constructing this extension of Molly Banister Drive at the 85,000 Population Horizon.

Widen 32 Street to 6 lanes From West of Spruce Drive to East of 40 Avenue

With this alternative increased capacity is provided in the area of congestion. Analysis of this alternative indicates levels of congestion on 32 Street can be decreased to currently acceptable levels.

As previously noted, a functional planning study complete with additional public consultation to better define the specific issues associated with this widening alternative would appear to be warranted.

Red Deer College Access

Alternatives considered to relieve congestion on 32 Street around the college accesses included:

Widen 32 Street To Six Lanes From Taylor Drive to West of 55 Avenue

This alternative adequately relieves congestion on 32 Street by providing additional through capacity on 32 Street and permitting more green time to be allocated to turn movements at the east college access.

Extend 28 Avenue West of Taylor Drive to Provide a New Access to the East Side of the College

This alternative would take advantage of the need prior to the 85,000 Population Horizon to construct an access to service proposed residential development in the Bower Woods lands. At the 85,000 Population Horizon it attracts enough trips away from the 32 Street accesses to reduce congestion on 32 Street west of Gaetz Avenue to currently acceptable levels. However, as previously noted there are potential environmental and traffic circulation concerns related to this access that make it less viable as an alternative.

Develop a Third Access on 32 Street

This alternative would involve the development of a new access opposite either 57 Avenue or 60 Avenue depending on which of these two potential access points was selected and constructed in the 68,000 Population Horizon. This alternative provides sufficient additional access capacity to the college to relieve congestion on 32 Street. Given its relatively low cost, this alternative is recommended.

Gaetz Avenue/32 Street

Congestion problems on Gaetz Avenue in and around 32 Street can be addressed by widening of Gaetz Avenue in this area. However, construction of a free-flow ramp connection from Highway 2 northbound to Taylor Drive is also an effective solution. In addition to diverting enough traffic from Gaetz Avenue to relieve congestion concerns in and around 32 Street, it makes better use of the underutilized section of Taylor Drive south of 32 Street. The Taylor Drive ramp alternative is the recommended alternative.

7.3.2 Central Red Deer

Provision of additional river crossing capacity to relieve congestion on the Taylor Drive, Gaetz Avenue and 49 Avenue river crossings can be accommodated by either widening the existing river crossings or construction of the proposed Northland Drive river crossing.

Due to the probable length of the bridge and required approach roads, the Northland Drive river crossing alternative is expected to be quite costly. However, the Northland Drive river crossing alternative not only provides the required additional river crossing capacity, it addresses congestion concerns on Gaetz Avenue and Taylor Drive at 67

Street and on Gaetz Avenue between 77 Street and Highway 11A. Due to the wide range of concerns it addresses, it is the recommended alternative.

It should be noted that the analysis of the Northland Drive crossing alternative indicated that it will be a very attractive alternative river crossing. In fact, the model suggests it will be so attractive that estimated travel demand on this new link could be high enough to warrant to consider constructing it initially as a four lane facility instead of following the usual practice of constructing a two lane facility as an initial stage.

No capacity constraints on through routes are expected to become apparent in the downtown area at this population horizon. However, as previously noted the transportation model treats zones as distinct origins and destinations and generally does not model the circulation movements within zones that occur as motorists search for parking or move from destination to destination on multi-purpose trips. Therefore, congestion on downtown streets with on-street parking and at some intersections around major parking areas may become evident due to these circulation movements. Many would consider this type of congestion as the sign of a vibrant downtown, while the solution to the traffic congestion problem (removing on-street parking, road widenings, etc.) may have significant impacts on the viability of the downtown as a whole. Nonetheless, some minor intersection improvements may be required to deal with localized problems.

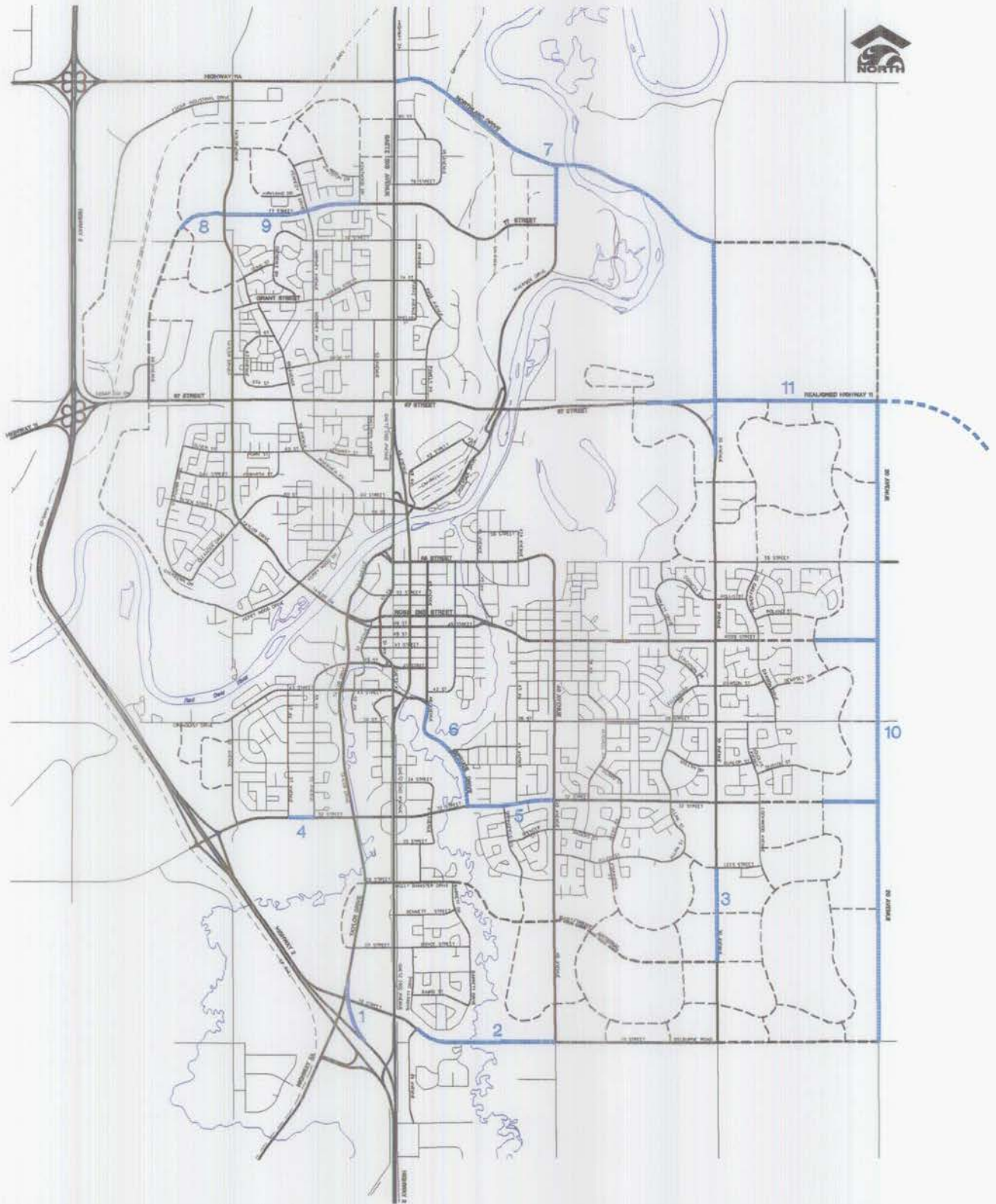
7.3.3 North Red Deer

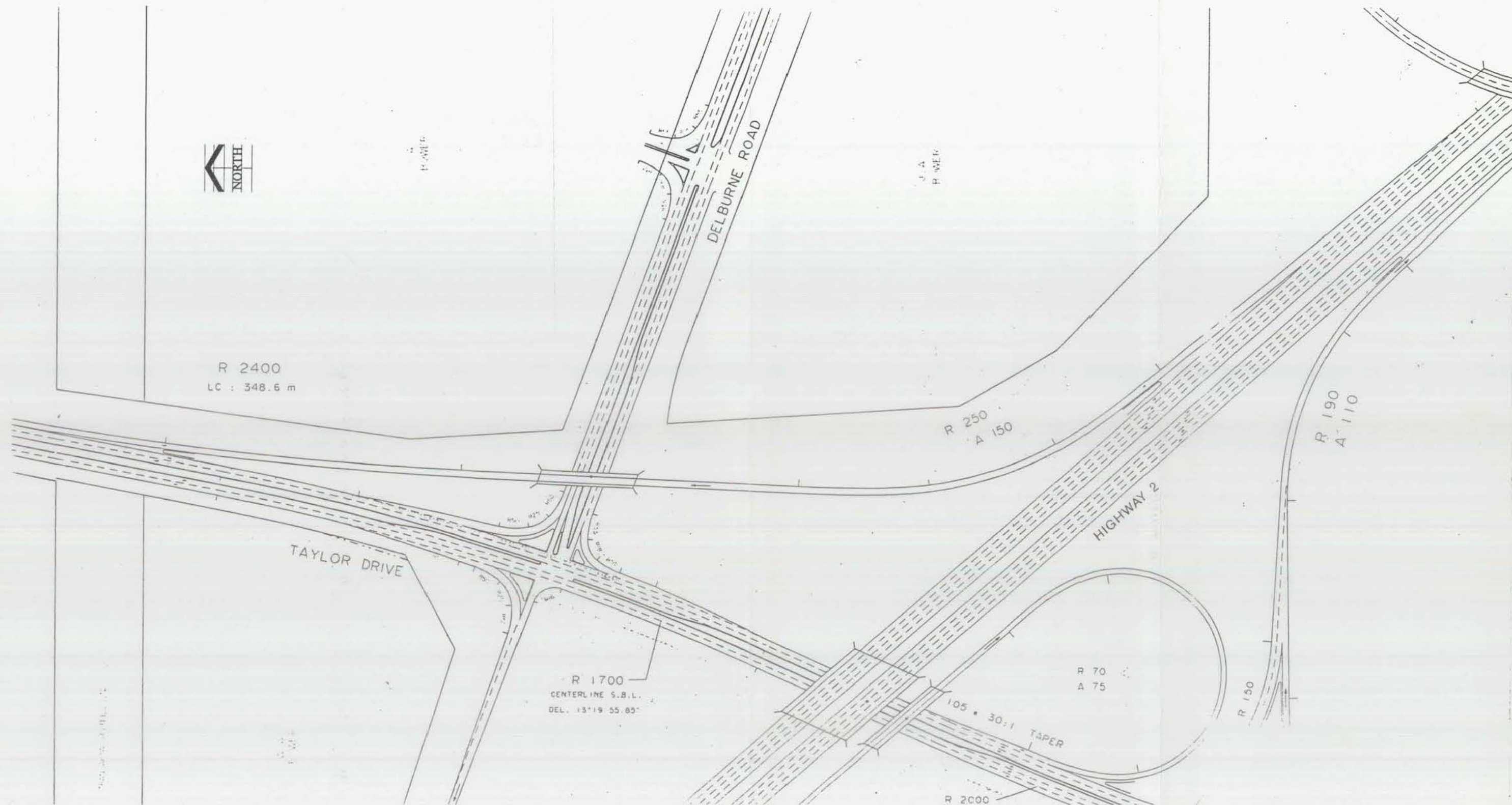
With the implementation of the Northland Drive crossing alternative, most of the major contentious areas of congestion are resolved. Other areas of congestion are easily addressed by upgrading existing two-lane roadways to their ultimate four lane divided cross-section.

7.4 RECOMMENDED IMPROVEMENTS

Figure 7.2 illustrates the recommended improvements to accommodate the projected traffic volumes at the 85,000 Population Horizon. Specific improvements include:

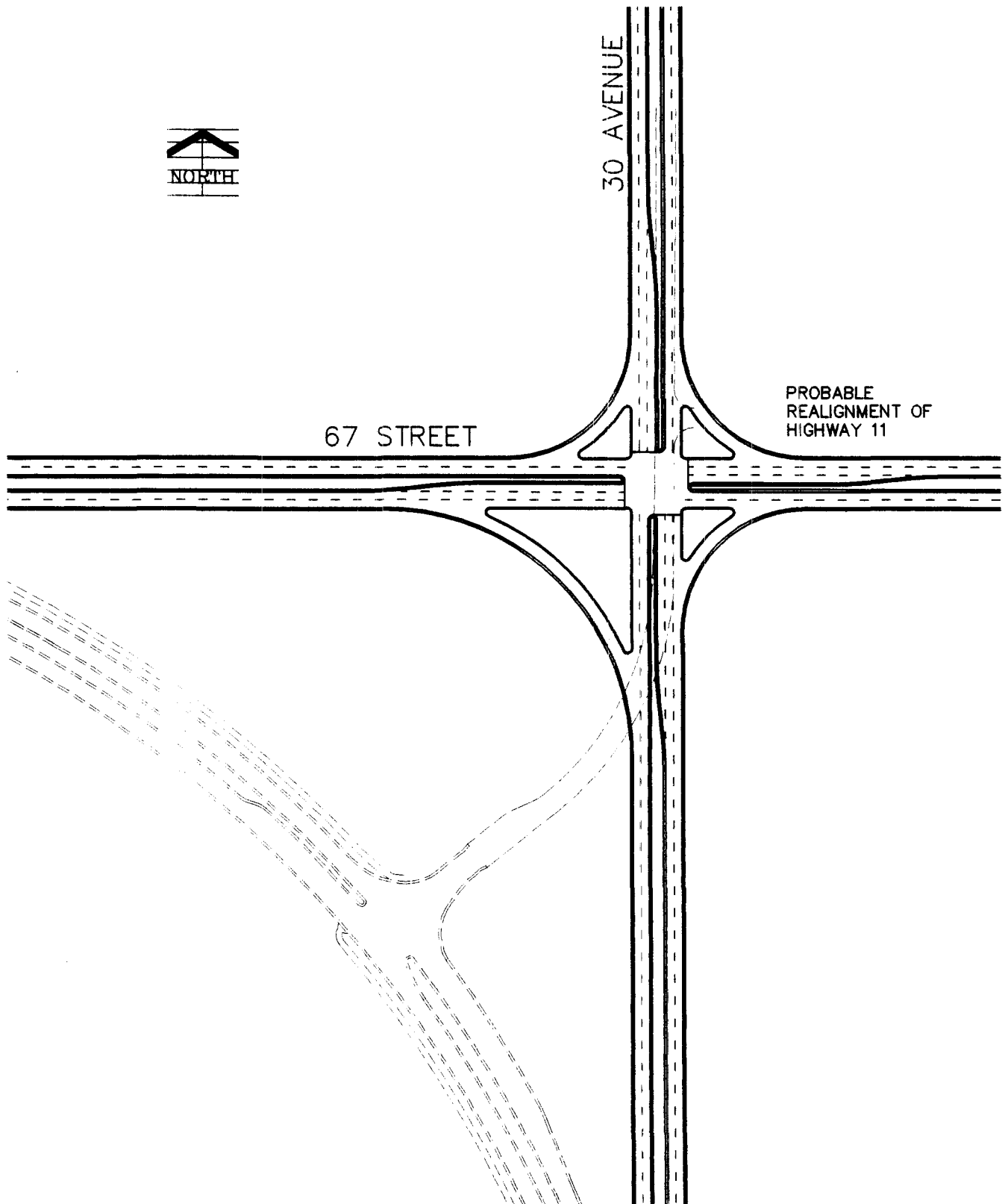
- 1 Construct the Highway 2 northbound to Taylor Drive ramp. (Figure 7.3) It should be noted that using a cost benefit methodology originally developed by the consultant for the City of Lethbridge, construction of this ramp would show a benefit/cost ratio of over 1.5 if constructed immediately. This ratio increases as





the population of Red Deer increases and peaks at about 3.0 at around the 75,000 Population Horizon. Delaying construction of this ramp until approximately this population horizon will maximize its benefits.

2. Upgrade Delburne Road from 40 Avenue to the Westerner access to create a four lane divided urban arterial cross-section to provide an alternative route to 32 Street.
3. Upgrade 30 Avenue from Lees Street to 28 Street to a four lane divided urban arterial cross-section to service residential development in the area.
4. Construct a third access to Red Deer College from 32 Street to relieve congestion on 32 Street.
5. Widen 32 Street from Spruce Drive to 40 Avenue to a six lane divided urban arterial cross-section to relieve congestion on 32 Street.
6. Restripe Spruce Drive/48 Avenue and ban parking as required during peak hours to increase capacity by providing four travel lanes from 32 Street to 45 Street.
7. Construct the Northland Drive/30 Avenue crossing of the river as a four lane divided urban arterial cross-section. Reconfigure the 67 Street/30 Avenue intersection. (Figure 7.4) An interim stage would be the construction of a two lane cross-section however, unless it is built early in this population horizon this interim stage is not expected to be adequate for many years. It should also be noted that if construction of this link is delayed to near the end of the 85,000 Population Horizon then widening of Gaetz Avenue from 77 Street to Highway 11A to a six lane cross-section may be required to address congestion along this section of Gaetz Avenue.
8. Extend Johnstone Drive west of Taylor Drive as a four lane undivided urban arterial cross-section to service development in the area. While only two lanes are required for capacity purposes, the arterial roadway designation is important to ensure adequate access control and roadway geometrics is provided on this roadway to accommodate the significant volumes of truck traffic which can be expected to utilize this roadway.
9. Twin 77 Street from Kentwood Drive to Taylor Drive to create a four lane divided urban arterial cross-section.



10. Construct the initial two lanes of 20 Avenue, as warranted by development, from Delburne Road to 67 Street. As discussed in Section 8, 20 Avenue may be selected as the alignment for an east by-pass and as such an adequate right-of-way should be preserved for an expressway standard roadway. Figure 7.5 illustrates the recommended ultimate cross-section and right-of-way requirements for an expressway standard cross-section. Connections to the arterial roadway network should be spaced approximately 2 kilometres and should be provided at Delburne Road, 32 Street, Ross Street and 67 Street. The connections at 32 Street and Ross Street would initially have two lane urban arterial cross-sections.
11. Extend 67 Street from 30 Avenue to 20 Avenue as a four lane divided urban arterial cross-section concurrent with the probable realignment of Highway 11 east of the City by Alberta Transportation & Utilities.

Table 7.1 summarizes the recommended improvements and their estimated cost.

Table 7.2 summarizes the existing and projected 85,000 Population Horizon daily traffic volumes and an approximation of level of service on the arterial roadway network as calculated by the transportation model. Figure 7.6 graphically illustrates the projected traffic volumes. It should be noted that the existing daily traffic volumes as estimated by the transportation model will differ from actual count data. The existing daily traffic volume numbers are provided as a reference only to illustrate projected growth in traffic volumes and should be quoted with caution. As well, the volume to capacity ratios quoted are based solely on link capacities and do not include the delays associated with intersections which the transportation model and this study considered in defining the recommended improvements.

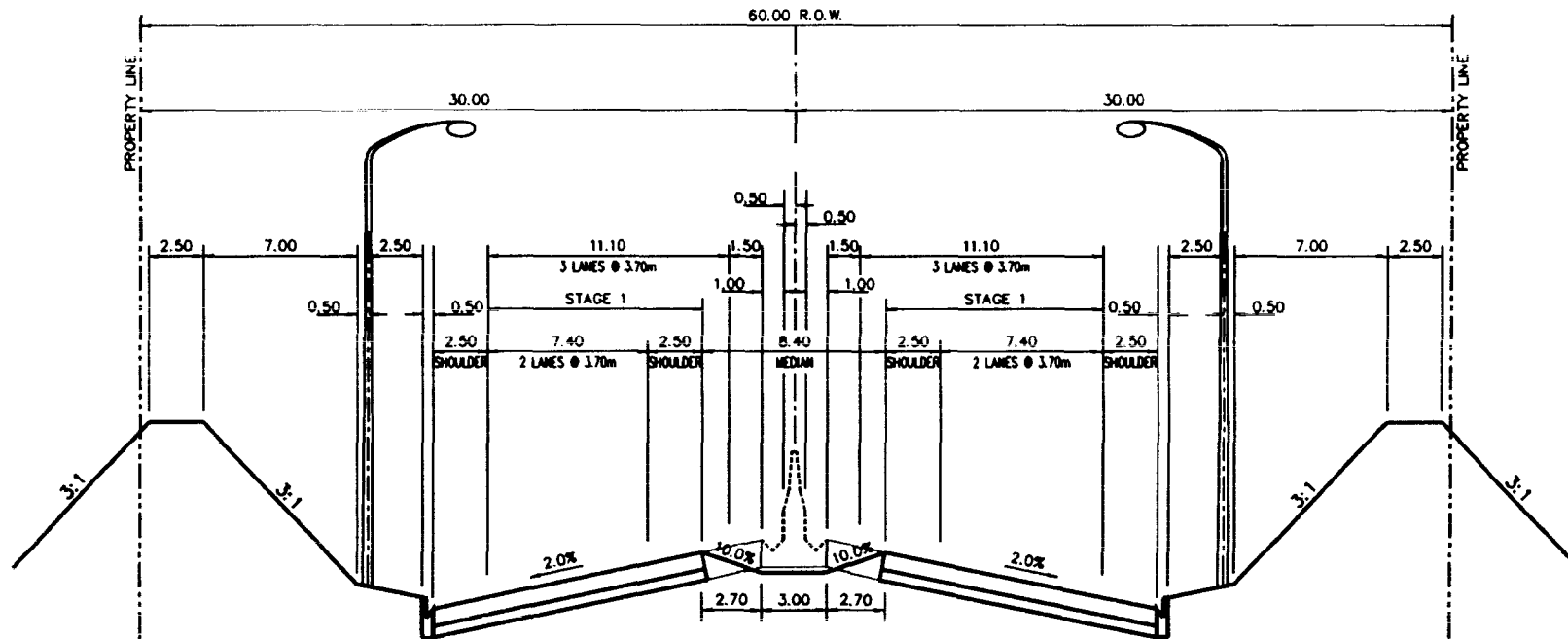


Table 7.1
Summary of Roadway Network Improvements
85,000 Population Horizon

| Item | Length | Estimated Cost (1) (1996 dollars) |
|---|--------|--------------------------------------|
| 1. Highway 2 Northbound to Taylor Drive Ramp | 1.0 km | 1,600,000 |
| 2. Upgrade Delburne Road from 40 Avenue to Westerner access to create a four lane divided urban arterial cross-section | 1.3 km | 3,200,000 |
| 3. Upgrade 30 Avenue from Lees Street to 28 Street to a four lane divided urban arterial cross-section | 0.6 km | 1,500,000 |
| 4. Construct a third access to Red Deer College from 32 Street | N/A | 400,000 |
| 5. Widen 32 Street from Spruce Drive to 40 Avenue to a six lane divided urban arterial cross-section | 1.0 km | 2,000,000 |
| 6. Ban parking as required during peak hours to provide four travel lanes from 32 Street to 45 Street | 1.5 km | 100,000 |
| 7. Construct the Northland Drive/30 Avenue crossing as a four lane divided urban arterial cross-section | 5.5 km | 35,000,000 to 40,000,000 |
| 8. Extend Johnstone Drive west of Taylor Drive as a four lane undivided urban arterial cross-section | 0.5 km | 1,000,000 |
| 9. Twin 77 Street from Kentwood Drive to Taylor Drive to create a four lane divided urban arterial cross-section | 1.4 km | 1,800,000 |
| 10. Construct 20 Avenue from Delburne Road to 67 Street as the initial two lanes of either a four lane divided urban arterial or a six lane divided expressway as required by residential development and provide connections to 20 Avenue by extending 32 Street and Ross Street | 7.6 km | 11,000,000 |
| 11. Extend 67 Street from 30 Avenue to 20 Avenue as a four lane divided urban arterial cross-section concurrent with the probable realignment of Highway 11 by AT&U | 2.8 km | 4,800,000 |

(1) Excludes property acquisition costs

Table 7.2
Summary of Roadway Network Conditions
85,000 Population Horizon

| Roadway | From | To | 1996 TModel2 Forecast Daily Traffic Volumes | Projected TModel2 Daily Traffic Volumes | Projected TModel2 Level of Service (No Improvements) | Projected TModel2 Level of Service (With Recommended Improvements) |
|--------------------------|-------------------------------------|-------------------------------------|--|--|--|---|
| 68 Avenue | 67 Street | Edgar Drive (South) | 2,700 | 3,500 | A | A |
| Taylor Drive | Highway 11A | Edgar Drive (North) | 4,800 | 10,500 | A | A |
| Taylor Drive | Edgar Drive (North) | 67 Avenue / Kennedy Drive | 5,500 | 10,600 | A | A |
| Taylor Drive | 67 Avenue / Kennedy Drive | 77 Street | 5,500 | 12,900 | A | A |
| Taylor Drive | 77 Street | Grant Street | 5,000 | 14,200 | A | A |
| Taylor Drive | Grant Street | 67 Street | 14,100 | 18,600 | A | A |
| Taylor Drive | 67 Street | Overdown Drive / Hamilton Boulevard | #N/A | 26,800 | B | B |
| Taylor Drive | Overdown Drive / Hamilton Boulevard | Horn Street / Oliver Street | 18,200 | 26,100 | B | B |
| Taylor Drive | Horn Street / Oliver Street | Oleander Drive / 60 Street | 20,500 | 28,100 | B | B |
| Taylor Drive | Oleander Drive / 60 Street | Kerry Wood Drive | 22,400 | 29,200 | C | C |
| Taylor Drive | Kerry Wood Drive | Taylor Drive Bridge | 26,800 | 33,700 | C | C |
| Taylor Drive | Ross Street | 47 Street | 20,700 | 25,600 | B | B |
| Taylor Drive | 47 Street | 45 Street | 19,900 | 25,100 | B | B |
| Taylor Drive | 45 Street | 43 Street | 14,900 | 17,300 | A | A |
| Taylor Drive | 43 Street | 32 Street | 10,700 | 15,300 | A | A |
| Taylor Drive | 32 Street | 28 Street | 8,600 | 9,200 | A | A |
| Taylor Drive | 28 Street | Chrysler Avenue | 7,600 | 12,800 | A | A |
| Taylor Drive | Chrysler Avenue | Delburne Road | 5,200 | 7,700 | A | A |
| Taylor Drive | Delburne Road | Highway 2 (South Ramp) | 5,200 | 7,700 | A | A |
| Taylor Drive | Highway 2 (South Ramp) | Highway 2A (South) | 5,400 | 7,700 | A | A |
| Riverview (59) Avenue | 67 Street | Horn Street / Hermary Street | 1,600 | 1,700 | A | A |
| Riverview (59) Avenue | Horn Street / Hermary Street | 60 Street | 2,700 | 2,700 | A | A |
| Riverview (59) Avenue | 60 Street | 59 Street | 2,500 | 2,800 | A | A |
| Riverview (59) Avenue | 59 Street | Taylor Drive | 3,600 | 3,900 | A | A |
| 54 Avenue | Gaetz Avenue | Taylor Drive | 5,500 | 7,200 | A | A |
| Gaetz Avenue | Highway 11A | 80 Street | 13,500 | 15,200 | A | A |
| Gaetz Avenue | 80 Street | 78A Street | 13,200 | 16,300 | A | A |
| Gaetz Avenue | 78A Street | 78 Street | 14,300 | 17,200 | A | A |
| Gaetz Avenue | 78 Street | 77 Street | 16,000 | 19,800 | A | A |
| Gaetz Avenue | 77 Street | 76 Street | 17,400 | 24,700 | A | A |
| Gaetz Avenue | 76 Street | 74 Street | 17,800 | 24,300 | A | A |
| Gaetz Avenue | 74 Street | 71 Street | 20,700 | 27,700 | A | A |
| Gaetz Avenue | 71 Street | 68 Street | 25,500 | 31,600 | A | A |
| Gaetz Avenue | 68 Street | 67 Street | 30,000 | 35,800 | B | A |
| Gaetz Avenue | 67 Street | 63 Street | 27,200 | 36,000 | A | A |
| Gaetz Avenue | 63 Street | 60 Street | 30,300 | 39,400 | B | B |
| Gaetz Avenue | 60 Street | 59 Street | 16,800 | 20,300 | A | B |

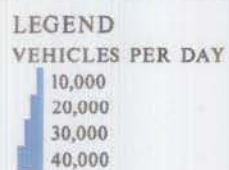
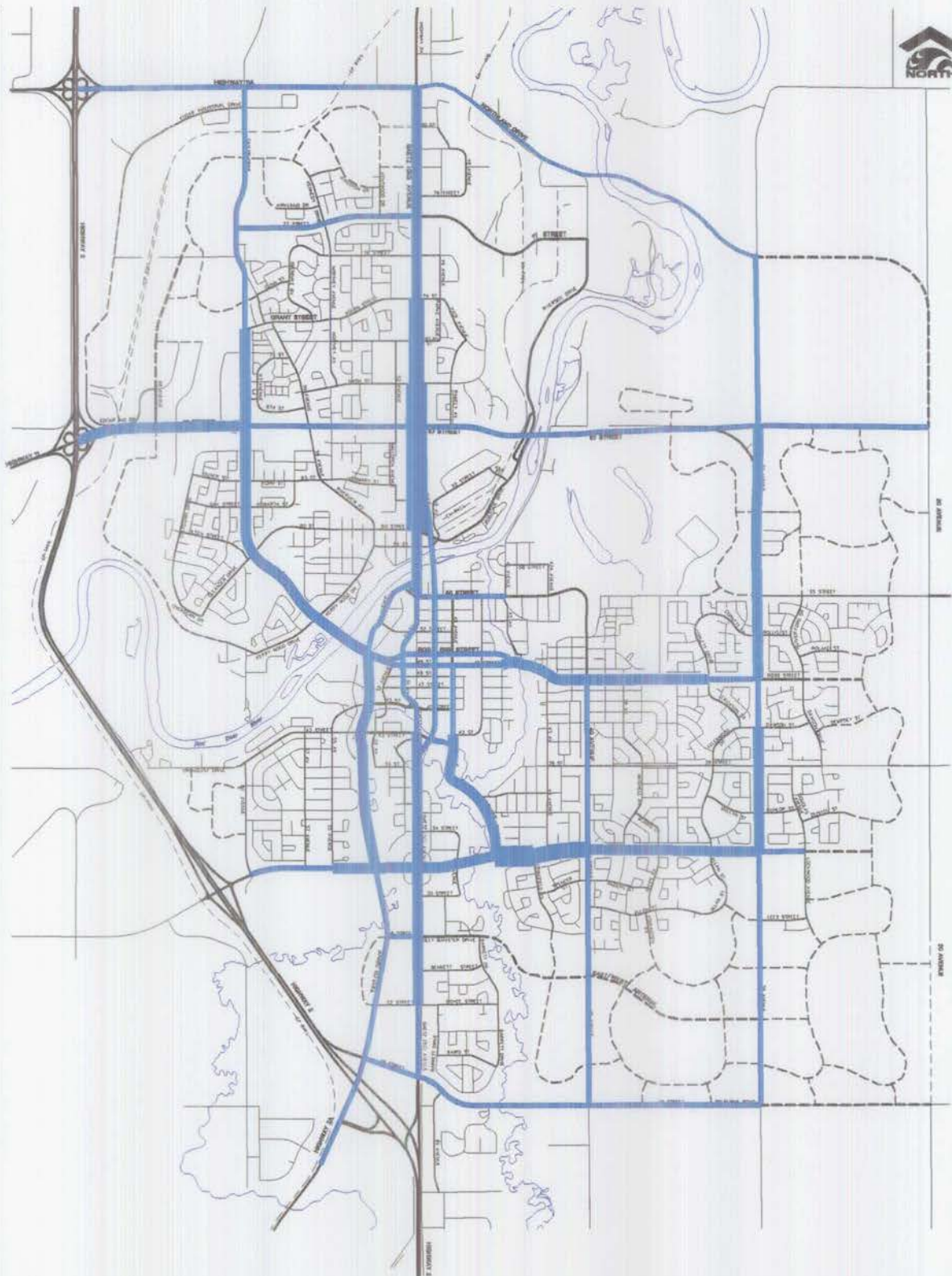
| Roadway | From | To | 1996 TModel2 Forecast Daily Traffic Volumes | Projected TModel2 Daily Traffic Volumes | Projected TModel2 Level of Service (No Improvements) | Projected TModel2 Level of Service (With Recommended Improvements) |
|-----------------|--------------------------------|--------------------------------|--|--|--|---|
| Gaetz Avenue | 59 Street | 55 Street | 17,100 | 19,800 | A | B |
| Gaetz Avenue | 55 Street | 52 Street | 10,700 | 13,000 | A | A |
| 51 Avenue | 52 Street | Ross Street | 9,800 | 10,700 | A | A |
| 51 Avenue | Ross Street | 49 Street | 10,500 | 11,600 | A | A |
| 51 Avenue | 49 Street | 47 Street | 10,900 | 12,700 | A | A |
| 51 Avenue | 47 Street | 45 Street | 10,700 | 12,800 | A | A |
| Gaetz Avenue | 45 Street | 43 Street | 10,800 | 12,700 | A | A |
| Gaetz Avenue | 43 Street | 39 Street | 15,500 | 18,300 | A | A |
| Gaetz Avenue | 39 Street | 36 Street | 17,500 | 20,400 | A | A |
| Gaetz Avenue | 36 Street | 34 Street | 16,100 | 19,100 | A | A |
| Gaetz Avenue | 34 Street | 32 Street | 16,800 | 20,200 | A | A |
| Gaetz Avenue | 32 Street | 30 Street | 19,200 | 23,000 | A | A |
| Gaetz Avenue | 30 Street | 28 Street | 17,600 | 21,200 | A | A |
| Gaetz Avenue | 28 Street | Bennett Street | 16,800 | 19,100 | A | A |
| Gaetz Avenue | Bennett Street | Boyce Street | 14,700 | 16,900 | A | A |
| Gaetz Avenue | Boyce Street | Delburne Road | 11,500 | 13,200 | A | A |
| 49 Avenue | 39 Street | 43 Street | 9,000 | 10,900 | A | A |
| 49 Avenue | 43 Street | 45 Street | 10,000 | 12,800 | A | A |
| 49 Avenue | 45 Street | 49 Street | 9,600 | 12,200 | A | A |
| 49 Avenue | 49 Street | Ross Street | 10,000 | 12,600 | A | A |
| 49 Avenue | Ross Street | 52 Street | 12,600 | 15,400 | A | A |
| 49 Avenue | 52 Street | 55 Street | 12,900 | 17,000 | A | A |
| 49 Avenue | 55 Street | Riverside Drive | 17,500 | 25,100 | C | C |
| 49 Avenue | Riverside Drive | 63 Street | 16,600 | 22,100 | B | B |
| 48 Avenue | 55 Street | 52 Street | 1,800 | 3,200 | A | A |
| 48 Avenue | 52 Street | 50 Street | 3,700 | 8,100 | B | B |
| 48 Avenue | 50 Street | 49 Street | 5,200 | 9,400 | B | A |
| 48 Avenue | 49 Street | 45 Street | 6,000 | 9,600 | A | A |
| 48 Avenue | 45 Street | 43 Street | 5,100 | 11,100 | A | A |
| Spruce Drive | 43 Street | 37 Street | 10,000 | 18,900 | E | A |
| Spruce Drive | 37 Street | 32 Street | 7,600 | 16,500 | C | A |
| Riverside Drive | 49 Avenue | 48 Avenue | 3,900 | 3,900 | A | A |
| Riverside Drive | 48 Avenue | 67 Street | 3,000 | 5,000 | A | A |
| Riverside Drive | 67 Street | 77 Street | 2,400 | 2,200 | A | A |
| 40 Avenue | 55 Street | Ross Street | 2,400 | 3,600 | A | A |
| 40 Avenue | Ross Street | 39 Street | 8,100 | 9,900 | A | A |
| 40 Avenue | 39 Street | 32 Street | 6,400 | 9,100 | A | A |
| 40 Avenue | 32 Street | Spencer Street / Anders Street | 7,100 | 11,500 | A | A |
| 40 Avenue | Spencer Street / Anders Street | Allan Street | 5,300 | 9,200 | A | A |
| 40 Avenue | Allan Street | Selkirk Boulevard | 4,500 | 7,300 | A | A |
| 40 Avenue | Selkirk Boulevard | 28 Street | 4,100 | 6,500 | A | A |
| 40 Avenue | 28 Street | Residential Collector | 4,100 | 6,500 | A | A |
| 40 Avenue | Residential Collector | Delburne Road | 4,100 | 6,500 | A | A |
| 30 Avenue | 77 Street | 67 Street | 800 | 10,100 | A | A |
| 30 Avenue | 67 Street | 61 Street | 10,800 | 18,000 | A | A |
| 30 Avenue | 61 Street | 55 Street | 10,800 | 18,100 | A | A |

| Roadway | From | To | 1996 TModel2 Forecast Daily Traffic Volumes | Projected TModel2 Daily Traffic Volumes | Projected TModel2 Level of Service (No Improvements) | Projected TModel2 Level of Service (With Recommended Improvements) |
|------------------|----------------------------------|----------------------------------|--|--|--|---|
| 30 Avenue | 55 Street | Ross Street | 11,300 | 17,900 | A | A |
| 30 Avenue | Ross Street | Ellenwood Drive / Dempsey Avenue | 9,300 | 14,000 | A | A |
| 30 Avenue | Ellenwood Drive / Dempsey Avenue | 39 Street | 9,600 | 18,500 | A | A |
| 30 Avenue | 39 Street | McLean Street | 8,700 | 19,600 | A | A |
| 30 Avenue | McLean Street | 32 Street | 7,100 | 16,400 | A | A |
| 30 Avenue | 32 Street | Lees Street | 4,100 | 14,400 | A | A |
| 30 Avenue | Lees Street | 28 Street | 4,000 | 9,200 | B | A |
| 30 Avenue | 28 Street | Delburne Road | 4,000 | 8,400 | B | A |
| 20 Avenue | 77 Street | 67 Street | 100 | 400 | A | A |
| 20 Avenue | 67 Street | 55 Street | 100 | 3,300 | A | A |
| 20 Avenue | 55 Street | Ross Street | 1,000 | 3,300 | A | A |
| 20 Avenue | Ross Street | 39 Street | 1,000 | 3,000 | A | A |
| 20 Avenue | 39 Street | 32 Street | 400 | 1,400 | A | A |
| 20 Avenue | 32 Street | 28 Street | 400 | 900 | A | A |
| 20 Avenue | 28 Street | Delburne Road | 400 | 900 | A | A |
| Highway 11A | Highway 2 | Taylor Drive | 5,800 | 9,900 | A | A |
| Highway 11A | Taylor Drive | Gaetz Avenue | 5,100 | 11,300 | A | A |
| Northlands Drive | Gaetz Avenue | 77 Street | #N/A | 10,300 | #N/A | A |
| 77 Street | Taylor Drive | Northey Avenue | 1,400 | 5,800 | A | A |
| 77 Street | Northey Avenue | 53 Avenue | 1,300 | 6,800 | A | A |
| 77 Street | 53 Avenue | Gaetz Avenue | 2,100 | 8,500 | A | A |
| 77 Street | Gaetz Avenue | Riverside Drive | 1,800 | 2,300 | A | A |
| 67 Street | Highway 2 | 68 Avenue | 12,100 | 15,800 | A | A |
| 67 Street | 68 Avenue | Taylor Drive | 14,200 | 19,700 | A | A |
| 67 Street | Taylor Drive | 59 Avenue | 7,200 | 9,100 | A | A |
| 67 Street | 59 Avenue | 52 Avenue | 9,500 | 11,300 | A | A |
| 67 Street | 52 Avenue | Gaetz Avenue | 9,400 | 10,900 | A | A |
| 67 Street | Gaetz Avenue | Pamely Avenue | 10,700 | 11,000 | A | A |
| 67 Street | Pamely Avenue | 67 Street Bridge | 10,100 | 10,300 | A | A |
| 67 Street | 67 Street Bridge | | 11,200 | 12,700 | B | A |
| 67 Street | 67 Street Bridge | 30 Avenue | 11,200 | 12,600 | A | A |
| 67 Street | 30 Avenue | 20 Avenue | 0 | 6,800 | A | A |
| 55 Street | Gaetz Avenue | 49 Avenue | 7,900 | 8,400 | A | A |
| 55 Street | 49 Avenue | 48 Avenue | 9,900 | 12,400 | A | A |
| 55 Street | 48 Avenue | 47 Avenue | 9,400 | 10,800 | A | A |
| 55 Street | 47 Avenue | 45 Avenue | 9,000 | 10,200 | A | A |
| 55 Street | 45 Avenue | 40 Avenue | 1,800 | 2,900 | A | A |
| 55 Street | 30 Avenue | 20 Avenue | 6,500 | 5,000 | C | A |
| Ross (50) Street | 54 Avenue | 52 Avenue | 6,400 | 8,100 | A | A |
| Ross (50) Street | 52 Avenue | 51 Avenue | 7,600 | 9,100 | A | A |
| Ross (50) Street | 51 Avenue | 49 Avenue | 7,000 | 8,300 | A | A |
| Ross (50) Street | 49 Avenue | 48 Avenue | 7,500 | 7,500 | A | A |
| Ross (50) Street | 48 Avenue | 47 Avenue | 8,100 | 7,500 | A | A |
| Ross (50) Street | 47 Avenue | 49 Street | 7,900 | 7,300 | A | A |

| Roadway | From | To | 1996 TModel2 Forecast Daily Traffic Volumes | Projected TModel2 Daily Traffic Volumes | Projected TModel2 Level of Service (No Improvements) | Projected TModel2 Level of Service (With Recommended Improvements) |
|------------------|-----------------------|-----------------------|--|--|--|---|
| Ross (50) Street | 46 Avenue | 43 Avenue | 20,500 | 20,900 | B | A |
| Ross (50) Street | 43 Avenue | 40 Avenue | 20,300 | 20,800 | B | A |
| Ross (50) Street | 40 Avenue | 38 Avenue | 18,700 | 18,300 | A | A |
| Ross (50) Street | 38 Avenue | Erickson Drive | 17,200 | 18,500 | A | A |
| Ross (50) Street | Erickson Drive | 30 Avenue | 6,100 | 6,000 | A | A |
| Ross (50) Street | 30 Avenue | Rutherford Drive | 2,700 | 6,700 | A | A |
| Ross (50) Street | Rutherford Drive | Residential Collector | 0 | 1,800 | A | A |
| Ross (50) Street | Residential Collector | 20 Avenue | #N/A | 400 | A | A |
| 49 Street | 54 Avenue | 52 Avenue | 5,400 | 6,700 | A | A |
| 49 Street | 52 Avenue | 51 Avenue | 6,200 | 7,400 | A | A |
| 49 Street | 51 Avenue | 49 Avenue | 6,500 | 7,400 | A | A |
| 49 Street | 49 Avenue | 48 Avenue | 7,600 | 9,400 | A | A |
| 49 Street | 48 Avenue | 47 Avenue | 9,500 | 10,800 | A | A |
| 49 Street | 47 Avenue | Ross Street | 10,500 | 12,000 | A | A |
| 45 Street | 54 Avenue | Gaetz Avenue | 4,300 | 6,000 | A | A |
| 45 Street | Gaetz Avenue | 49 Avenue | 5,300 | 6,800 | A | A |
| 45 Street | 49 Avenue | 48 Avenue | 7,800 | 8,000 | B | B |
| 43 Street | 57 Avenue | 55 Avenue | 5,500 | 5,600 | A | A |
| 43 Street | 55 Avenue | Taylor Drive | 2,900 | 800 | A | A |
| 43 Street | Taylor Drive | Gaetz Avenue | 2,300 | 2,800 | A | A |
| 43 Street | Gaetz Avenue | 49 Avenue | 5,000 | 8,100 | A | A |
| 43 Street | 49 Avenue | 48 Avenue | 5,000 | 8,700 | A | A |
| 39 Street | 40 Avenue | 30 Avenue | 2,000 | 4,700 | A | A |
| 32 Street | 60 Avenue | 57 Avenue | 6,300 | 6,900 | A | A |
| 32 Street | 57 Avenue | RDC Entrance | 8,600 | 9,500 | A | A |
| 32 Street | RDC Entrance | 55 Avenue | 15,000 | 9,500 | A | A |
| 32 Street | 55 Avenue | Taylor Drive | 15,500 | 22,900 | C | B |
| 32 Street | Taylor Drive | Gaetz (50) Avenue | 9,800 | 15,400 | A | A |
| 32 Street | Gaetz (50) Avenue | 47 Avenue | 12,800 | 19,000 | A | A |
| 32 Street | 47 Avenue | Spruce Drive | 14,500 | 21,800 | A | A |
| 32 Street | Spruce Drive | Springfield Avenue | 21,300 | 37,000 | E | B |
| 32 Street | Springfield Avenue | 43 Avenue | 19,000 | 33,600 | D | B |
| 32 Street | 43 Avenue | 40 Avenue | 17,600 | 32,600 | D | A |
| 32 Street | 40 Avenue | Mitchell Avenue | 10,500 | 20,700 | A | A |
| 32 Street | Mitchell Avenue | Ayers Avenue | 10,100 | 20,500 | A | A |
| 32 Street | Ayers Avenue | Metcalf Avenue | 10,400 | 21,600 | A | A |
| 32 Street | Metcalf Avenue | 30 Avenue | 5,200 | 16,000 | A | A |
| 32 Street | 30 Avenue | Residential Collector | 1,400 | 7,800 | A | A |
| 32 Street | Residential Collector | Residential Collector | #N/A | 2,100 | A | A |
| 32 Street | Residential Collector | 20 Avenue | #N/A | 900 | A | A |
| 28 Street | Taylor Drive | Gaetz (50) Avenue | 5,000 | 5,700 | A | A |
| 28 Street | Gaetz (50) Avenue | Barrett Drive | 1,300 | 1,400 | A | A |
| 28 Street | Barrett Drive | 40 Avenue | #N/A | #N/A | #N/A | #N/A |
| 28 Street | 40 Avenue | Residential Collector | #N/A | 1,100 | A | A |
| 28 Street | Residential Collector | 30 Avenue | #N/A | 1,400 | A | A |

| Roadway | From | To | 1996 TModel2 Forecast Daily Traffic Volumes | Projected TModel2 Daily Traffic Volumes | Projected TModel2 Level of Service (No Improvements) | Projected TModel2 Level of Service (With Recommended Improvements) |
|---------------|-------------------|-----------------------|--|--|--|---|
| 28 Street | 30 Avenue | Residential Collector | #N/A | 1,800 | A | A |
| Delburne Road | Taylor Drive | Gaetz (50) Avenue | 5,100 | 7,700 | A | A |
| Delburne Road | Gaetz (50) Avenue | Westerner Access | 8,300 | 12,000 | A | A |
| Delburne Road | Westerner Access | 40 Avenue | 7,200 | 11,100 | A | A |
| Delburne Road | 40 Avenue | 30 Avenue | 5,600 | 10,400 | A | A |
| Delburne Road | 30 Avenue | 20 Avenue | 2,000 | 3,100 | A | A |

Used Factor of 11 to Convert TModel2 PM Peak Volumes to Daily Traffic Volumes



CITY OF RED DEER
1996 TRANSPORTATION PLAN UPDATE

FIGURE 7.6
85,000 Population Horizon
Projected Traffic Volumes

8.0 Ultimate (115,000 Population Horizon) Roadway Network Requirements

| | Page |
|---|-------------|
| 8.0 ULTIMATE (115,000 POPULATION HORIZON) ROADWAY NETWORK REQUIREMENTS | 8.1 |
| 8.1 Assumed Growth Areas | 8.1 |
| 8.2 Projected Roadway Network Constraints And Concerns | 8.1 |
| 8.2.1 General | 8.1 |
| 8.2.2 South Red Deer | 8.2 |
| 8.2.3 Central and North Red Deer | 8.2 |
| 8.3 Evaluation Of Alternatives | 8.2 |
| 8.3.1 South Red Deer | 8.2 |
| 8.4 Recommended Improvements | 8.3 |

8.0 Ultimate (115,000 Population Horizon) Roadway Network Requirements

8.1 ASSUMED GROWTH AREAS

Population and employment growth areas to the 115,000 Population Horizon are illustrated on Figure 8.1. Between the 85,000 and 115,000 Population Horizons, residential growth is primarily concentrated in the southeast and northeast parts of the City with some residential growth in the northwest. Employment growth will be primarily concentrated in the north and northwest parts of the City.

8.2 PROJECTED ROADWAY NETWORK CONSTRAINTS AND CONCERNS

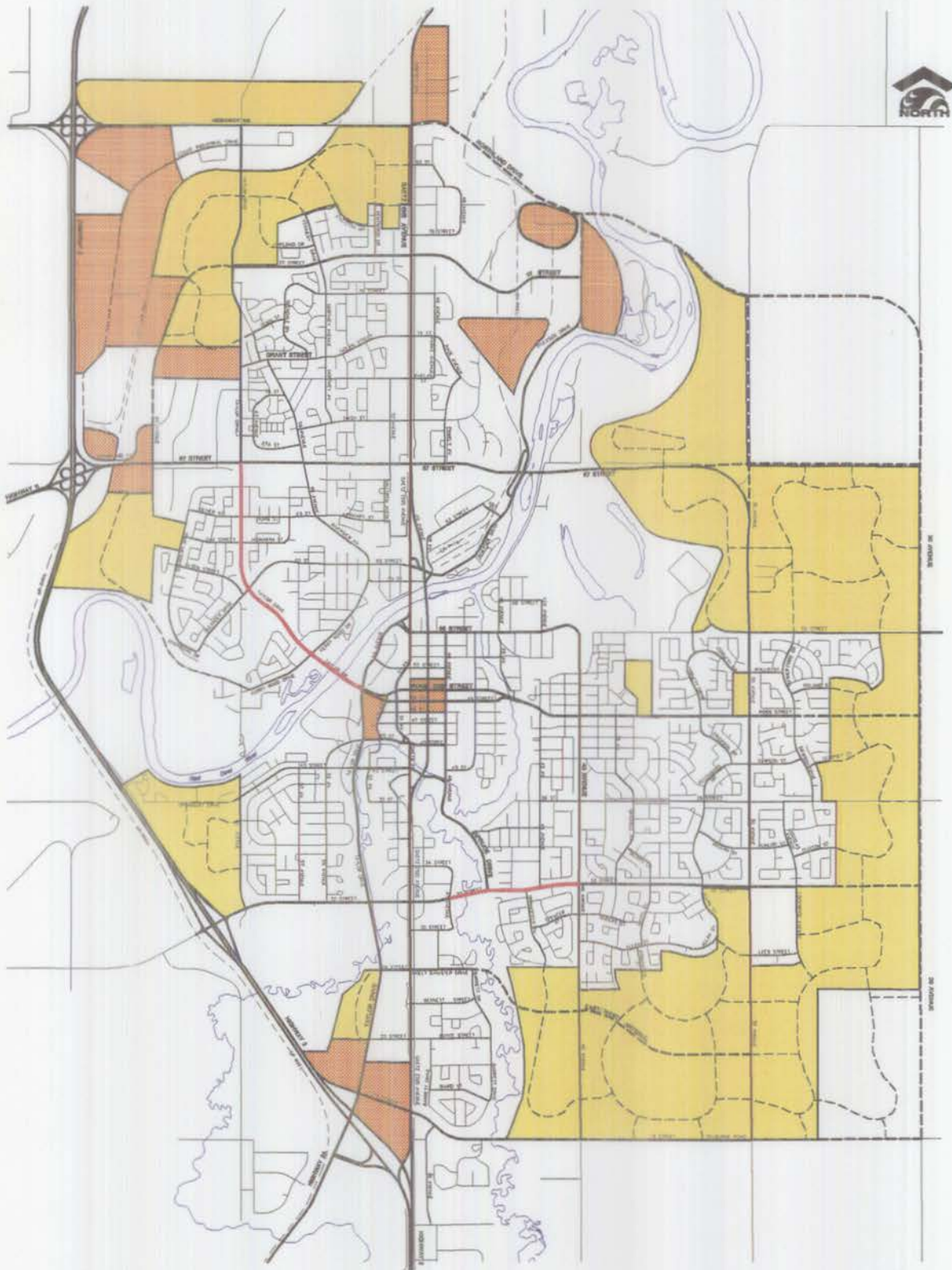
8.2.1 General

In general, the roadway network improvements recommended for implementation by the 85,000 Population Horizon will serve Red Deer's needs up to the 115,000 Population Horizon. Figure 8.1 summarizes the locations at the 115,000 Population Horizon where there may be congestion concerns even with the recommended roadway network improvements for the 85,000 Population Horizon in place.

It should be cautioned that the 115,000 Population Horizon is a very long-term planning horizon and that the actual roadway network constraints that occur at this population horizon will be heavily influenced by the impact of previous improvements and the actual pattern of residential and employment development that occurs. In addition, at this population horizon, the City of Red Deer will be approximately double its present population. As residents of a larger city, motorists' expectations regarding acceptable levels of congestion may well have changed. Nonetheless, constraints identified as part of this study should be recognized, appropriate improvements should be identified and the ability to implement the preferred improvement protected for future consideration.

8.2.2 South Red Deer

In south Red Deer capacity constraints reappear on 32 Street between 40 Avenue and Spruce Drive, even with the recommended upgrading of Delburne Road, 30 Avenue, 40 Avenue and 32 Street west of 40 Avenue prior to the 85,000 Population Horizon.



LEGEND

- MAJOR POPULATION GROWTH AREAS
- MAJOR EMPLOYMENT GROWTH AREAS
- CONSTRAINTS AND CONCERNS
(Assumes Recommended Improvements
at 85,000 have been implemented)

**CITY OF RED DEER
1996 TRANSPORTATION PLAN UPDATE**

**FIGURE 8.1
115,000 Population Horizon
Roadway Network
Constraints & Concerns**

8.2.3 Central and North Red Deer

Some minor capacity constraints on through routes may become apparent in the downtown area at this population horizon. These are not regarded as severe enough to warrant roadway network improvements given motorists general expectations regarding traffic conditions in downtown areas. However, as previously noted the transportation model treats zones as distinct origins and destinations and generally does not model the circulation movements within zones that occur as motorists search for parking or move from destination to destination on multi-purpose trips. Therefore, congestion on downtown streets with on-street parking and at some intersections around major parking areas may become evident due to these circulation movements. Many would consider this type of congestion as the sign of a vibrant downtown, while the solution to the traffic congestion problem (removing on-street parking, road widenings, etc.) may have significant impacts on the viability of the downtown as a whole. Nonetheless, some minor intersection improvements may be required to deal with localized problems.

Capacity constraints begin to become apparent on Taylor Drive between Ross Street and 67 Street even if the recommended four lane cross-section for the Northlands Drive/30 Avenue river crossing is constructed by the 85,000 Population Horizon.

8.3 EVALUATION OF ALTERNATIVES

8.3.1 South Red Deer

32 Street

The primary issue in south Red Deer is how to appropriately address congestion on 32 Street west of 40 Avenue. Having widened 32 Street to a six lane divided urban arterial cross-section by the 85,000 Population Horizon, the opportunity for further capacity increases on this section of 32 Street are limited. The following alternatives were considered:

Upgrade Delburne Road, 30 Avenue and 40 Avenue

Upgrading of sections of Delburne Road, 30 Avenue and 40 Avenue is recommended prior to reaching the 85,000 Population Horizon. Some members of the public believe that widening of the remaining sections of these roadways should be adequate to address congestion concerns on 32 Street. Analysis using the transportation model

suggests otherwise, although upgrading these roadways will still be desirable in order to service continued residential growth in southeast Red Deer.

Construct Molly Banister Drive From Barrett Drive to 40 Avenue

This alternative adequately reduces the congestion on 32 Street west of 40 Avenue. However, as previously noted this alternative potentially has significant environmental impacts and has been vigorously opposed by some members of the public. This alternative should only be considered after the other alternatives have been tried and found to be inadequate. To ensure that this alternative is available in the long-term future, it is recommended that a right-of-way for this alignment be protected.

Do Nothing

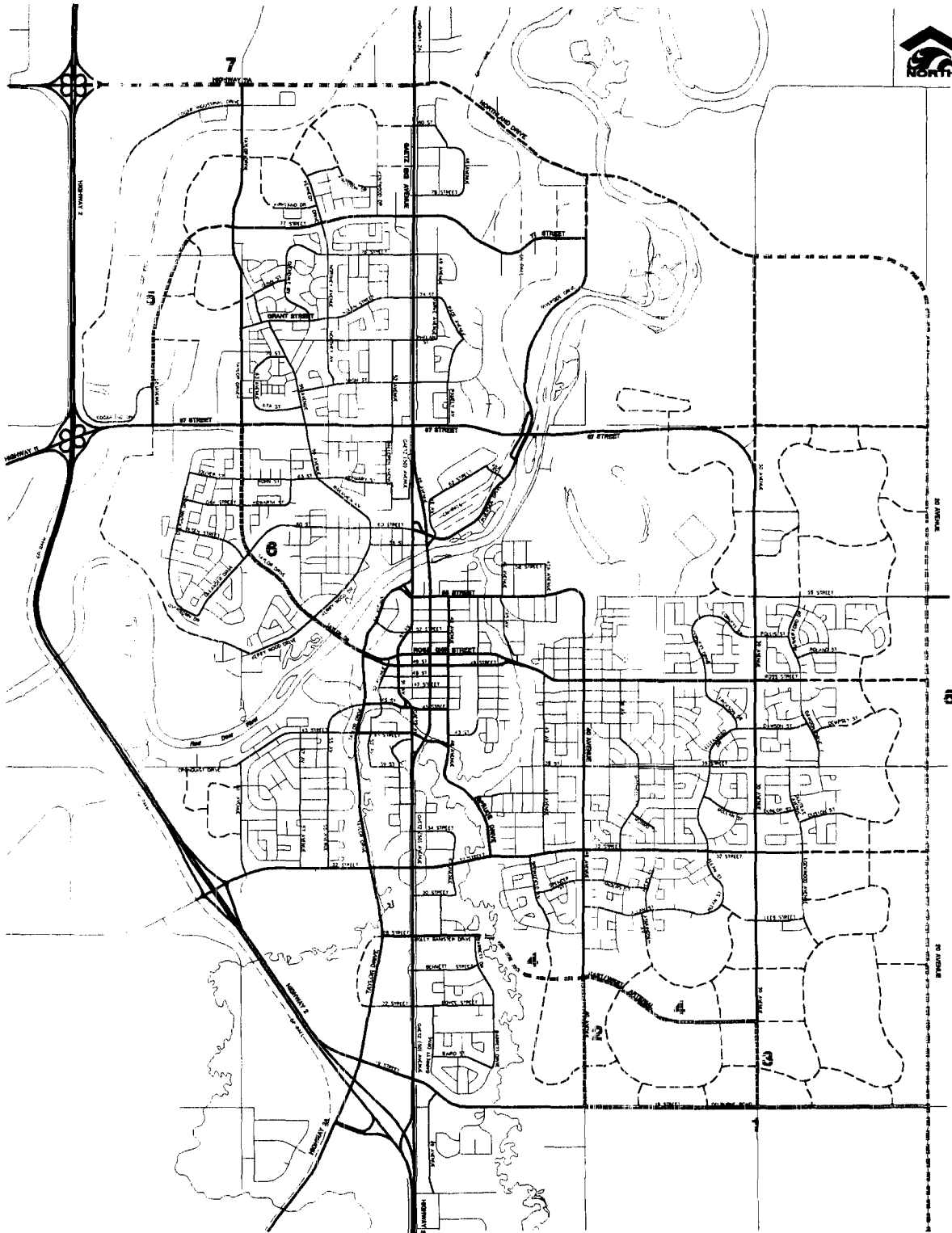
While projected levels of congestion on 32 Street will be higher than currently acceptable levels, motorists in a city of 115,000 may well be willing to accept these levels of congestion rather than construct the Molly Banister Drive extension to 40 Avenue. However, this possibility will not be known for many years.

This alternative is the recommended approach at this time, but only as a means to delay making a decision on constructing the extension to Molly Banister Drive until the need for it can more clearly be identified. In the consultant's opinion, there are too many unknowns and too many objections to extending Molly Banister Drive to make this decision at this point in time. In any case, as previously noted under the Molly Banister Drive Extension alternative, a right-of-way for the extension should be protected so that the extension could be constructed if it is determined to be the appropriate alternative. Even if the Do Nothing alternative proves to be the best alternative, this right-of-way will still be useful for utilities and recreational purposes.

8.4 RECOMMENDED IMPROVEMENTS

Figure 8.2 illustrates the recommended improvements to accommodate the projected traffic volumes to the 115,000 Population Horizon. Specific improvements include:

1. Upgrade Delburne Road from 40 Avenue to 20 Avenue as a four lane divided urban arterial cross-section. This upgrading could be done in stages (40 Avenue to 30 Avenue and 30 Avenue to 20 Avenue) as required by residential development.
2. Twin 40 Avenue to Delburne Road to create a four lane divided urban arterial cross-section as required by residential development.



- 3 Twin 30 Avenue to Delburne Road to create a four lane divided urban arterial cross-section as required by residential development in the area.
- 4 Construct a new east-west four lane divided urban arterial cross-section roadway between 32 Street and Delburne Road from 40 Avenue to 30 Avenue as required to service residential development. An interim stage would be to construct the initial two lanes of this cross-section. Protect a right-of-way for this arterial from 40 Avenue to Molly Banister Drive at Barrett Drive.
- 5 Extend Johnstone Drive north to 77 Street as a four lane undivided urban arterial cross-section as required by development. While only two lanes are required for capacity purposes, the arterial roadway designation is important to ensure adequate access control and roadway geometrics is provided on this roadway to accommodate the significant volumes of truck traffic which can be expected to utilize this roadway.
- 6 Widen Taylor Drive from 67 Street to Ross Street to 6 lanes as warranted by congestion levels.
- 7 Twin Highway 11A from Highway 2 to Gaetz Avenue.
- 8 Consider developing 20 Avenue as an east by-pass of the City connecting Highway 2 near McKenzie Road to Highway 2A near Highway 11A. As a by-pass the roadway should be constructed to an expressway standard as illustrated in Figure 7.5. The alignment of the roadway can either be along 20 Avenue or alternatively another alignment to the east. Intersections should be spaced at 2 kilometres and would include Delburne Road, 32 Street, Ross Street and 67 Street.

Table 8.1 summarizes the recommended improvements and their estimated cost.

Table 8.2 summarizes the existing and projected 115,000 Population Horizon daily traffic volumes and an approximation of level of service on the arterial roadway network as calculated by the transportation model. Figure 8.3 graphically illustrates the projected traffic volumes. It should be noted that the existing daily traffic volumes as estimated by the transportation model will differ from actual count data. The existing daily traffic volume numbers are provided as a reference only to illustrate projected growth in traffic volumes and should be quoted with caution. As well, the volume to capacity ratios quoted are based solely on link capacities and do not include

Table 8.1
Summary of Roadway Network Improvements
115,000 Population Horizon

| Item | Length | Estimated Cost (1) (1996 dollars) |
|---|---------|--------------------------------------|
| 1. Upgrade Delburne Road from 40 Avenue to 20 Avenue as a four lane divided urban arterial cross-section | 3.2 km | 8,000,000 |
| 2. Twin 40 Avenue to Delburne Road to create a four lane divided urban arterial cross-section | 1.8 km | 2,300,000 |
| 3. Upgrade 30 Avenue to Delburne Road as a four lane divided urban arterial cross-section | 1.0 km | 2,400,000 |
| 4. Construct new east-west four lane urban arterial cross-section roadway between 32 Street and Delburne Road from 40 Avenue to 30 Avenue | 1.8 km | 4,300,000 |
| 5. Extend Johnstone Drive north to 77 Street as a four lane undivided urban arterial cross-section | 1.6 km | 4,200,000 |
| 6. Widen Taylor Drive from 67 Street to Ross Street to a six lane divided urban arterial cross-section | 3.0 km | 9,000,000 |
| 7. Twin Highway 11A from Highway 2 to Gaetz Avenue | 3.0 km | 3,500,000 |
| 8. Protect a right-of-way along 20 Avenue or an alternate route to the east for an expressway standard by-pass of the City from Highway 2 to Highway 2A | 12.0 km | N/A |

(1) Excludes property acquisition costs

Table 8.2
Summary of Roadway Network Conditions
115,000 Population Horizon

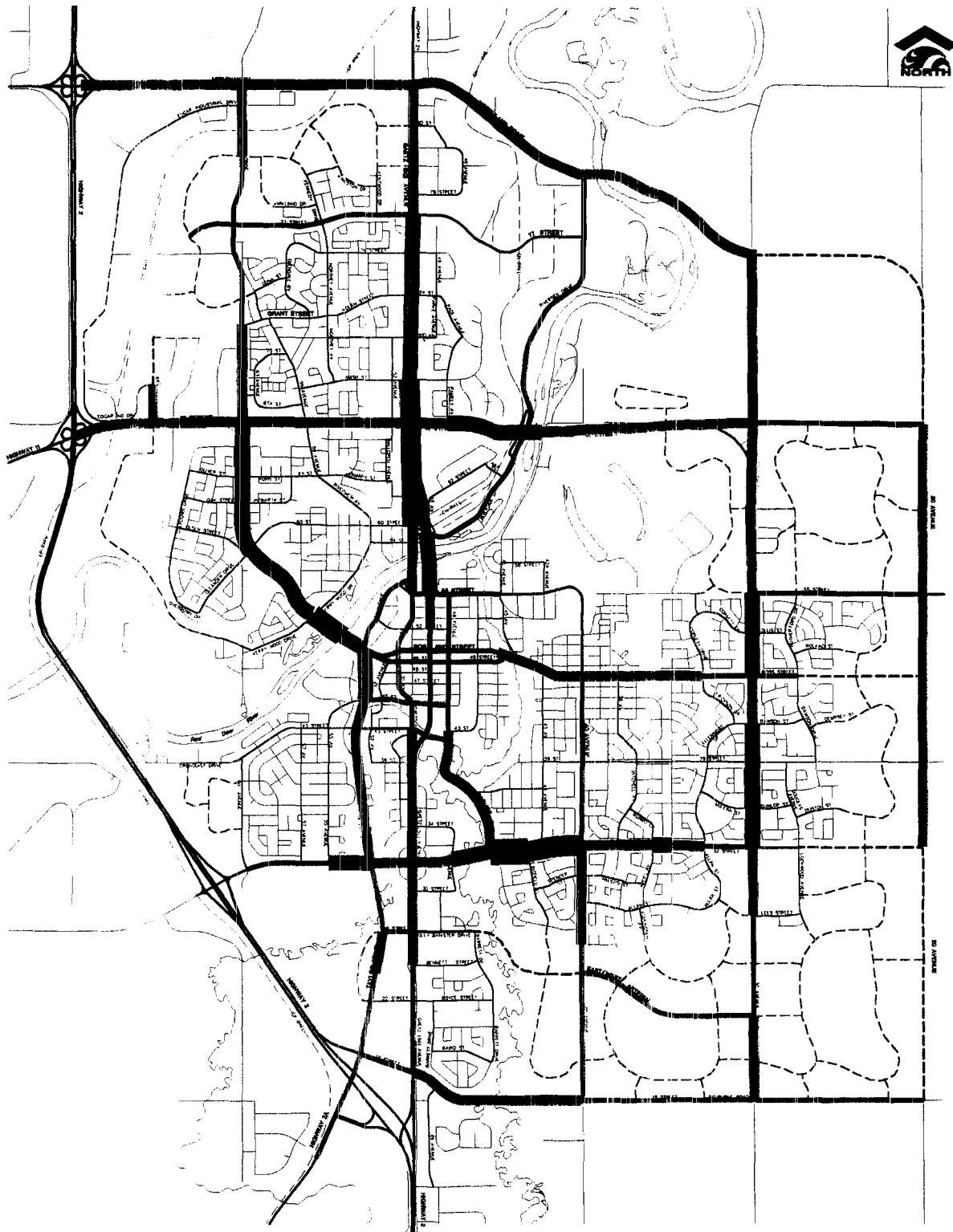
| Roadway | From | To | 1996 TModel2 Forecast Daily Traffic Volumes | Projected TModel2 Daily Traffic Volumes | Projected TModel2 Level of Service (No Improvements) | Projected TModel2 Level of Service (With Recommended Improvements) |
|--------------------------|-------------------------------------|-------------------------------------|--|--|--|---|
| 68 Avenue | 67 Street | Edgar Drive (South) | 2,700 | 16,500 | A | A |
| Taylor Drive | Highway 11A | Edgar Drive (North) | 4,800 | 16,900 | A | A |
| Taylor Drive | Edgar Drive (North) | 67 Avenue / Kennedy Drive | 5,500 | 17,800 | A | A |
| Taylor Drive | 67 Avenue / Kennedy Drive | 77 Street | 5,500 | 14,700 | A | A |
| Taylor Drive | 77 Street | Grant Street | 5,000 | 15,900 | A | A |
| Taylor Drive | Grant Street | 67 Street | 14,100 | 20,500 | A | A |
| Taylor Drive | 67 Street | Overdown Drive / Hamilton Boulevard | #N/A | 35,900 | D | A |
| Taylor Drive | Overdown Drive / Hamilton Boulevard | Horn Street / Oliver Street | 18,200 | 35,200 | D | A |
| Taylor Drive | Horn Street / Oliver Street | Oleander Drive / 60 Street | 20,500 | 36,200 | D | A |
| Taylor Drive | Oleander Drive / 60 Street | Kerry Wood Drive | 22,400 | 37,000 | D | A |
| Taylor Drive | Kerry Wood Drive | Taylor Drive Bridge | 26,800 | 41,100 | E | B |
| Taylor Drive | Ross Street | 47 Street | 20,700 | 34,400 | C | C |
| Taylor Drive | 47 Street | 45 Street | 19,900 | 33,700 | C | C |
| Taylor Drive | 45 Street | 43 Street | 14,900 | 23,600 | A | A |
| Taylor Drive | 43 Street | 32 Street | 10,700 | 19,600 | A | A |
| Taylor Drive | 32 Street | 28 Street | 8,600 | 13,100 | A | A |
| Taylor Drive | 28 Street | Chrysler Avenue | 7,600 | 16,000 | A | A |
| Taylor Drive | Chrysler Avenue | Delburne Road | 5,200 | 11,100 | A | A |
| Taylor Drive | Delburne Road | Highway 2 (South Ramp) | 5,200 | 11,100 | A | A |
| Taylor Drive | Highway 2 (South Ramp) | Highway 2A (South) | 5,400 | 11,300 | B | B |
| Riverview (59) Avenue | 67 Street | Horn Street / Hermary Street | 1,600 | 2,100 | A | A |
| Riverview (59) Avenue | Horn Street / Hermary Street | 60 Street | 2,700 | 2,700 | A | A |
| Riverview (59) Avenue | 60 Street | 59 Street | 2,500 | 3,100 | A | A |
| Riverview (59) Avenue | 59 Street | Taylor Drive | 3,600 | 4,200 | A | A |
| 54 Avenue | Gaetz Avenue | Taylor Drive | 5,500 | 9,900 | A | A |
| Gaetz Avenue | Highway 11A | 80 Street | 13,500 | 19,200 | A | A |
| Gaetz Avenue | 80 Street | 78A Street | 13,200 | 19,500 | A | A |
| Gaetz Avenue | 78A Street | 78 Street | 14,300 | 19,100 | A | A |
| Gaetz Avenue | 78 Street | 77 Street | 16,000 | 22,100 | A | A |
| Gaetz Avenue | 77 Street | 76 Street | 17,400 | 27,800 | A | A |
| Gaetz Avenue | 76 Street | 74 Street | 17,800 | 27,000 | A | A |
| Gaetz Avenue | 74 Street | 71 Street | 20,700 | 29,900 | A | A |
| Gaetz Avenue | 71 Street | 68 Street | 25,500 | 33,300 | A | A |
| Gaetz Avenue | 68 Street | 67 Street | 30,000 | 37,200 | B | B |
| Gaetz Avenue | 67 Street | 63 Street | 27,200 | 36,900 | A | A |
| Gaetz Avenue | 63 Street | 60 Street | 30,300 | 39,800 | B | B |
| Gaetz Avenue | 60 Street | 59 Street | 16,800 | 23,000 | B | B |

| Roadway | From | To | 1996 TModel2 Forecast Daily Traffic Volumes | Projected TModel2 Daily Traffic Volumes | Projected TModel2 Level of Service (No Improvements) | Projected TModel2 Level of Service (With Recommended Improvements) |
|-----------------|--------------------------------|--------------------------------|--|--|--|---|
| Gaetz Avenue | 59 Street | 55 Street | 17,100 | 22,300 | C | C |
| Gaetz Avenue | 55 Street | 52 Street | 10,700 | 12,200 | A | A |
| 51 Avenue | 52 Street | Ross Street | 9,800 | 10,600 | A | A |
| 51 Avenue | Ross Street | 49 Street | 10,500 | 11,200 | A | A |
| 51 Avenue | 49 Street | 47 Street | 10,900 | 13,200 | A | A |
| 51 Avenue | 47 Street | 45 Street | 10,700 | 13,300 | A | A |
| Gaetz Avenue | 45 Street | 43 Street | 10,800 | 13,000 | A | A |
| Gaetz Avenue | 43 Street | 39 Street | 15,500 | 19,100 | A | A |
| Gaetz Avenue | 39 Street | 36 Street | 17,500 | 20,200 | A | A |
| Gaetz Avenue | 36 Street | 34 Street | 16,100 | 19,700 | A | A |
| Gaetz Avenue | 34 Street | 32 Street | 16,800 | 20,800 | A | A |
| Gaetz Avenue | 32 Street | 30 Street | 19,200 | 25,600 | A | A |
| Gaetz Avenue | 30 Street | 28 Street | 17,600 | 23,600 | A | A |
| Gaetz Avenue | 28 Street | Bennett Street | 16,800 | 20,500 | A | A |
| Gaetz Avenue | Bennett Street | Boyce Street | 14,700 | 18,700 | A | A |
| Gaetz Avenue | Boyce Street | Delburne Road | 11,500 | 14,300 | A | A |
| 49 Avenue | 39 Street | 43 Street | 9,000 | 11,300 | A | A |
| 49 Avenue | 43 Street | 45 Street | 10,000 | 12,500 | A | A |
| 49 Avenue | 45 Street | 49 Street | 9,600 | 12,700 | A | A |
| 49 Avenue | 49 Street | Ross Street | 10,000 | 13,000 | A | A |
| 49 Avenue | Ross Street | 52 Street | 12,600 | 14,900 | A | A |
| 49 Avenue | 52 Street | 55 Street | 12,900 | 16,500 | A | A |
| 49 Avenue | 55 Street | Riverside Drive | 17,500 | 25,100 | C | C |
| 49 Avenue | Riverside Drive | 63 Street | 16,600 | 20,000 | B | B |
| 48 Avenue | 55 Street | 52 Street | 1,800 | 3,400 | A | A |
| 48 Avenue | 52 Street | 50 Street | 3,700 | 7,100 | B | B |
| 48 Avenue | 50 Street | 49 Street | 5,200 | 8,600 | B | B |
| 48 Avenue | 49 Street | 45 Street | 6,000 | 9,300 | B | B |
| 48 Avenue | 45 Street | 43 Street | 5,100 | 12,700 | A | A |
| Spruce Drive | 43 Street | 37 Street | 10,000 | 23,000 | C | C |
| Spruce Drive | 37 Street | 32 Street | 7,600 | 20,700 | B | B |
| Riverside Drive | 49 Avenue | 48 Avenue | 3,900 | 6,400 | A | A |
| Riverside Drive | 48 Avenue | 67 Street | 3,000 | 10,100 | A | A |
| Riverside Drive | 67 Street | 77 Street | 2,400 | 5,000 | A | A |
| 40 Avenue | 55 Street | Ross Street | 2,400 | 3,800 | A | A |
| 40 Avenue | Ross Street | 39 Street | 8,100 | 12,000 | A | A |
| 40 Avenue | 39 Street | 32 Street | 6,400 | 11,900 | A | A |
| 40 Avenue | 32 Street | Spencer Street / Anders Street | 7,100 | 20,400 | B | A |
| 40 Avenue | Spencer Street / Anders Street | Allan Street | 5,300 | 18,100 | A | A |
| 40 Avenue | Allan Street | Selkirk Boulevard | 4,500 | 17,200 | A | A |
| 40 Avenue | Selkirk Boulevard | 28 Street | 4,100 | 4,600 | A | A |
| 40 Avenue | 28 Street | Residential Collector | 4,100 | 4,600 | A | A |
| 40 Avenue | Residential Collector | Delburne Road | 4,100 | 6,200 | A | A |
| 30 Avenue | 77 Street | 67 Street | 800 | 18,600 | A | A |
| 30 Avenue | 67 Street | 61 Street | 10,800 | 22,000 | B | B |
| 30 Avenue | 61 Street | 55 Street | 10,800 | 21,800 | B | B |

| Roadway | From | To | 1996 TModel2 Forecast Daily Traffic Volumes | Projected TModel2 Daily Traffic Volumes | Projected TModel2 Level of Service (No Improvements) | Projected TModel2 Level of Service (With Recommended Improvements) |
|------------------|----------------------------------|----------------------------------|--|--|--|---|
| 30 Avenue | 55 Street | Ross Street | 11,300 | 27,700 | C | C |
| 30 Avenue | Ross Street | Ellenwood Drive / Dempsey Avenue | 9,300 | 24,100 | B | B |
| 30 Avenue | Ellenwood Drive / Dempsey Avenue | 39 Street | 9,600 | 27,900 | C | C |
| 30 Avenue | 39 Street | McLean Street | 8,700 | 28,500 | C | B |
| 30 Avenue | McLean Street | 32 Street | 7,100 | 26,500 | B | B |
| 30 Avenue | 32 Street | Lees Street | 4,100 | 20,800 | A | A |
| 30 Avenue | Lees Street | 28 Street | 4,000 | 13,000 | A | A |
| 30 Avenue | 28 Street | Delburne Road | 4,000 | 14,200 | E | A |
| 20 Avenue | 77 Street | 67 Street | 100 | 600 | A | A |
| 20 Avenue | 67 Street | 55 Street | 100 | 5,900 | A | A |
| 20 Avenue | 55 Street | Ross Street | 1,000 | 6,000 | A | A |
| 20 Avenue | Ross Street | 39 Street | 1,000 | 5,400 | A | A |
| 20 Avenue | 39 Street | 32 Street | 400 | 2,500 | A | A |
| 20 Avenue | 32 Street | 28 Street | 400 | 1,700 | A | A |
| 20 Avenue | 28 Street | Delburne Road | 400 | 1,800 | A | A |
| Highway 11A | Highway 2 | Taylor Drive | 5,800 | 15,300 | D | A |
| Highway 11A | Taylor Drive | Gaetz Avenue | 5,100 | 16,200 | E | A |
| Northlands Drive | Gaetz Avenue | 77 Street | #N/A | 17,700 | A | A |
| 77 Street | Taylor Drive | Northey Avenue | 1,400 | 5,700 | A | A |
| 77 Street | Northey Avenue | 53 Avenue | 1,300 | 8,000 | A | A |
| 77 Street | 53 Avenue | Gaetz Avenue | 2,100 | 10,600 | A | A |
| 77 Street | Gaetz Avenue | Riverside Drive | 1,800 | 4,800 | A | A |
| 67 Street | Highway 2 | 68 Avenue | 12,100 | 27,100 | C | C |
| 67 Street | 68 Avenue | Taylor Drive | 14,200 | 27,600 | A | A |
| 67 Street | Taylor Drive | 59 Avenue | 7,200 | 15,500 | A | A |
| 67 Street | 59 Avenue | 52 Avenue | 9,500 | 17,700 | A | A |
| 67 Street | 52 Avenue | Gaetz Avenue | 9,400 | 17,100 | A | A |
| 67 Street | Gaetz Avenue | Pamely Avenue | 10,700 | 20,400 | A | A |
| 67 Street | Pamely Avenue | 67 Street Bridge | 10,100 | 20,500 | A | A |
| 67 Street | 67 Street Bridge | | 11,200 | 25,900 | C | C |
| 67 Street | 67 Street Bridge | 30 Avenue | 11,200 | 17,400 | A | A |
| 67 Street | 30 Avenue | 20 Avenue | 0 | 12,000 | C | C |
| 55 Street | Gaetz Avenue | 49 Avenue | 7,900 | 11,400 | A | A |
| 55 Street | 49 Avenue | 48 Avenue | 9,900 | 13,900 | A | A |
| 55 Street | 48 Avenue | 47 Avenue | 9,400 | 11,800 | A | A |
| 55 Street | 47 Avenue | 45 Avenue | 9,000 | 11,300 | A | A |
| 55 Street | 45 Avenue | 40 Avenue | 1,800 | 2,900 | A | A |
| 55 Street | 30 Avenue | 20 Avenue | 6,500 | 6,700 | A | A |
| Ross (50) Street | 54 Avenue | 52 Avenue | 6,400 | 7,700 | A | A |
| Ross (50) Street | 52 Avenue | 51 Avenue | 7,600 | 8,800 | A | A |
| Ross (50) Street | 51 Avenue | 49 Avenue | 7,000 | 7,900 | A | A |
| Ross (50) Street | 49 Avenue | 48 Avenue | 7,500 | 7,200 | A | A |
| Ross (50) Street | 48 Avenue | 47 Avenue | 8,100 | 7,300 | A | A |
| Ross (50) Street | 47 Avenue | 49 Street | 7,900 | 7,200 | A | A |

| Roadway | From | To | 1996 TModel2 Forecast Daily Traffic Volumes | Projected TModel2 Daily Traffic Volumes | Projected TModel2 Level of Service (No Improvements) | Projected TModel2 Level of Service (With Recommended Improvements) |
|------------------|-----------------------|-----------------------|--|--|--|---|
| Ross (50) Street | 46 Avenue | 43 Avenue | 20,500 | 21,200 | A | A |
| Ross (50) Street | 43 Avenue | 40 Avenue | 20,300 | 22,000 | A | A |
| Ross (50) Street | 40 Avenue | 38 Avenue | 18,700 | 19,100 | A | A |
| Ross (50) Street | 38 Avenue | Erickson Drive | 17,200 | 19,600 | A | A |
| Ross (50) Street | Erickson Drive | 30 Avenue | 6,100 | 8,500 | A | A |
| Ross (50) Street | 30 Avenue | Rutherford Drive | 2,700 | 9,500 | A | A |
| Ross (50) Street | Rutherford Drive | Residential Collector | 0 | 4,600 | A | A |
| Ross (50) Street | Residential Collector | 20 Avenue | #N/A | 1,100 | A | A |
| 49 Street | 54 Avenue | 52 Avenue | 5,400 | 8,300 | A | A |
| 49 Street | 52 Avenue | 51 Avenue | 6,200 | 9,100 | A | A |
| 49 Street | 51 Avenue | 49 Avenue | 6,500 | 8,000 | A | A |
| 49 Street | 49 Avenue | 48 Avenue | 7,600 | 9,400 | A | A |
| 49 Street | 48 Avenue | 47 Avenue | 9,500 | 10,500 | A | A |
| 49 Street | 47 Avenue | Ross Street | 10,500 | 11,600 | A | A |
| 45 Street | 54 Avenue | Gaetz Avenue | 4,300 | 8,400 | A | A |
| 45 Street | Gaetz Avenue | 49 Avenue | 5,300 | 7,400 | A | A |
| 45 Street | 49 Avenue | 48 Avenue | 7,800 | 9,000 | B | B |
| 43 Street | 57 Avenue | 55 Avenue | 5,500 | 6,600 | B | B |
| 43 Street | 55 Avenue | Taylor Drive | 2,900 | 1,600 | A | A |
| 43 Street | Taylor Drive | Gaetz Avenue | 2,300 | 3,900 | A | A |
| 43 Street | Gaetz Avenue | 49 Avenue | 5,000 | 10,700 | A | A |
| 43 Street | 49 Avenue | 48 Avenue | 5,000 | 11,000 | A | A |
| 39 Street | 40 Avenue | 30 Avenue | 2,000 | 4,800 | A | A |
| 32 Street | 60 Avenue | 57 Avenue | 6,300 | 11,100 | A | A |
| 32 Street | 57 Avenue | RDC Entrance | 8,600 | 13,700 | A | A |
| 32 Street | RDC Entrance | 55 Avenue | 15,000 | 13,700 | A | A |
| 32 Street | 55 Avenue | Taylor Drive | 15,500 | 28,500 | D | D |
| 32 Street | Taylor Drive | Gaetz (50) Avenue | 9,800 | 19,700 | A | A |
| 32 Street | Gaetz (50) Avenue | 47 Avenue | 12,800 | 25,500 | A | A |
| 32 Street | 47 Avenue | Spruce Drive | 14,500 | 28,200 | A | A |
| 32 Street | Spruce Drive | Springfield Avenue | 21,300 | 47,700 | E | E |
| 32 Street | Springfield Avenue | 43 Avenue | 19,000 | 41,200 | C | C |
| 32 Street | 43 Avenue | 40 Avenue | 17,600 | 40,500 | C | C |
| 32 Street | 40 Avenue | Mitchell Avenue | 10,500 | 24,800 | B | B |
| 32 Street | Mitchell Avenue | Ayers Avenue | 10,100 | 24,700 | B | B |
| 32 Street | Ayers Avenue | Metcalf Avenue | 10,400 | 26,400 | B | C |
| 32 Street | Metcalf Avenue | 30 Avenue | 5,200 | 21,500 | A | A |
| 32 Street | 30 Avenue | Residential Collector | 1,400 | 7,900 | A | A |
| 32 Street | Residential Collector | Residential Collector | #N/A | 2,400 | A | A |
| 32 Street | Residential Collector | 20 Avenue | #N/A | 1,000 | A | A |
| 28 Street | Taylor Drive | Gaetz (50) Avenue | 5,000 | 8,200 | A | A |
| 28 Street | Gaetz (50) Avenue | Barrett Drive | 1,300 | 1,500 | A | A |
| 28 Street | Barrett Drive | 40 Avenue | #N/A | 3,500 | A | A |
| 28 Street | 40 Avenue | Residential Collector | #N/A | 13,300 | A | A |
| 28 Street | Residential Collector | 30 Avenue | #N/A | 9,700 | A | A |

[illegible]



the delays associated with intersections which the transportation model and this study considered in defining the recommended improvements.

9.0 Noise Policy Review

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| 9.0 NOISE POLICY REVIEW | 9.1 |
| 9.1 Noise Policy | 9.1 |
| 9.2 Noise Analysis Programs | 9.1 |
| 9.3 Typical Applications | 9.2 |
| 9.3.1 New Roadways | 9.2 |
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9.0 Noise Policy Review

9.1 NOISE POLICY

Noise levels are typically quoted in decibels using the A-weight scale (dBA). The A-weight scale combines both the intensity and the pitch components of noise in a manner which reflects the levels that are actually heard by the human ear. It is a logarithmic scale which means that noise levels are combined using logarithmic addition.

Roadway generated noise sources fluctuate based on time of day and the composition of the traffic. A noise level rating system, which combines fluctuating noise levels based on the number of occurrences into an equivalent non-fluctuating noise level, has been developed which reports noise levels as L_{eq} . Noise levels in residential areas are typically reported over a 24 hour period as $L_{eq(24)}$. The maximum recommended $L_{eq(24)}$ noise level in a residential area is 60 dBA for an observer who is 1.5 metres high and standing a distance of 3 metres from the residence for which the noise level is being determined.

9.2 NOISE ANALYSIS PROGRAMS

In Western Canada, two noise analysis methodologies are commonly utilized to calculate noise levels and assess alternative mitigative measures. They are the procedures outlined in the Alberta Surface Transportation Noise and Attenuation Study and the procedures contained in the FHWA Highway Traffic Noise Prediction Model.

The FHWA approach is modeled in a computer software package marketed as STAMINA 2.0/OPTIMA and is the City of Calgary's and City of Saskatoon's preferred modeling package. The procedures outlined in the Alberta Surface Transportation Noise and Attenuation Study are accepted by most jurisdictions and have been used by IMC to create a software program to estimate noise levels. This program has been used in a wide range of communities across Western Canada and predictions from the IMC model correlate quite closely with actual noise measurements. For the purposes of this study, the IMC model has been utilized to calculate typical noise levels.

9.3 TYPICAL APPLICATIONS

9.3.1 New Roadways

Typically, the City of Red Deer provides a 1.5 metre high berm along all new arterial roadways. For roadways with up to 30,000 vehicles per day, up to 8% trucks and posted speeds of up to 70 km/h, this height of berming is typically adequate to keep noise levels to less than 60 dBA.

9.3.2 Existing Roadways

Existing or future traffic volumes on existing roadways through residential areas may result in traffic noise levels in excess of 60 dBA. These areas may require the retrofitting of noise walls or berms to provide adequate noise attenuation to reduce noise levels to the desired 60 dBA.

As an example of a potential location where retrofitting of noise attenuation might be required, the existing and future noise levels were calculated for residences on the north side of 32 Street between Spruce Drive and 40 Avenue. Table 9.1 summarizes the noise levels at three different population horizons and the impact of a 2.5 metre high barrier.

| Table 9.1 | | | | |
|---|-------------|-----------------|------------------------------------|--|
| Predicted Noise Levels | | | | |
| 32 Street Between Spruce Drive and 40 Avenue | | | | |
| Population Horizon | AADT | % Trucks | Without Noise Barrier (dBA) | With 2.5 m High Noise Barrier (dBA) |
| Existing | 19,200 | 3% | 60.9 | 56.5 |
| 68,000 | 25,600 | 3% | 62.3 | 58.0 |
| 85,000 | 37,100 | 3% | 64.1 | 60.0 |

**Appendix A Distribution of Population and
Employment to the Transportation
Zone System**

Red Deer Transportation Study

Existing Population and Employment

| Super Zones | Population | Retail Employment | Industrial Employment | Office Employment | Hospital Employment | College Students |
|--------------------|------------|----------------------|--------------------------|----------------------|------------------------|---------------------|
| Northwest | 11,510 | 2,438 | 3,879 | 65 | 0 | 0 |
| North | 11,130 | 753 | 262 | 160 | 0 | 0 |
| West | 9,078 | 3,051 | 32 | 253 | 1,172 | 4,000 |
| Southeast | 17,779 | 585 | 20 | 308 | 1,114 | 0 |
| East | 5,505 | 223 | 116 | 0 | 0 | 0 |
| Central | 4,213 | 2,819 | 0 | 2,367 | 0 | 0 |
| Other | 510 | 770 | 400 | 0 | 0 | 100 |
| | 0 | 0 | 0 | 0 | 0 | 0 |
| | 0 | 0 | 0 | 0 | 0 | 0 |
| City Total | 59,215 | 9,869 | 4,309 | 3,153 | 2,286 | 4,000 |
| Total | 59,725 | 10,639 | 4,709 | 3,153 | 2,286 | 4,100 |
| Total Employment = | | 20,787 | | | | |
| Total Students = | | 4,100 | | | | |

Red Deer Transportation Study

Existing Population and Employment

59,725 Population Used

| IMC Zones | Population | Retail Employment | Industrial Employment | Office Employment | Hospital Employment | College Students |
|-----------|------------|----------------------|--------------------------|----------------------|------------------------|---------------------|
| 1 | 0 | 0 | 63 | 0 | 0 | 0 |
| 2 | 0 | 0 | 63 | 0 | 0 | 0 |
| 3 | 0 | 0 | 78 | 0 | 0 | 0 |
| 4 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5 | 0 | 0 | 353 | 0 | 0 | 0 |
| 6 | 0 | 0 | 239 | 0 | 0 | 0 |
| 7 | 0 | 0 | 78 | 0 | 0 | 0 |
| 8 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11 | 0 | 0 | 353 | 0 | 0 | 0 |
| 12 | 0 | 0 | 239 | 0 | 0 | 0 |
| 13 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14 | 0 | 0 | 31 | 0 | 0 | 0 |
| 15 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18 | 37 | 0 | 0 | 0 | 0 | 0 |
| 19 | 482 | 0 | 0 | 0 | 0 | 0 |
| 20 | 37 | 16 | 0 | 0 | 0 | 0 |
| 21 | 0 | 0 | 353 | 0 | 0 | 0 |
| 22 | 186 | 0 | 0 | 0 | 0 | 0 |
| 23 | 0 | 0 | 87 | 0 | 0 | 0 |
| 24 | 0 | 0 | 217 | 0 | 0 | 0 |
| 25 | 0 | 0 | 0 | 0 | 0 | 0 |
| 26 | 0 | 0 | 0 | 0 | 0 | 0 |
| 27 | 1151 | 10 | 0 | 40 | 0 | 0 |
| 28 | 1151 | 169 | 0 | 0 | 0 | 0 |
| 29 | 625 | 40 | 0 | 0 | 0 | 0 |
| 30 | 1041 | 40 | 0 | 0 | 0 | 0 |
| 31 | 0 | 317 | 0 | 0 | 0 | 0 |
| 32 | 0 | 0 | 353 | 0 | 0 | 0 |
| 33 | 0 | 0 | 171 | 0 | 0 | 0 |
| 34 | 0 | 0 | 34 | 0 | 0 | 0 |
| 35 | 0 | 0 | 0 | 0 | 0 | 0 |
| 36 | 920 | 0 | 0 | 0 | 0 | 0 |
| 37 | 0 | 0 | 130 | 0 | 0 | 0 |
| 38 | 0 | 23 | 260 | 0 | 0 | 0 |
| 39 | 0 | 23 | 173 | 0 | 0 | 0 |
| 40 | 690 | 0 | 0 | 0 | 0 | 0 |
| 41 | 625 | 0 | 0 | 25 | 0 | 0 |
| 42 | 625 | 40 | 0 | 0 | 0 | 0 |
| 43 | 0 | 300 | 100 | 0 | 0 | 0 |
| 44 | 1200 | 70 | 0 | 0 | 0 | 0 |
| 45 | 690 | 5 | 0 | 0 | 0 | 0 |
| 46 | 0 | 107 | 0 | 0 | 0 | 0 |
| 47 | 625 | 40 | 0 | 0 | 0 | 0 |

Red Deer Transportation Study

Existing Population and Employment

59,725 Population Used

| IMC Zones | Population | Retail Employment | Industrial Employment | Office Employment | Hospital Employment | College Students |
|-----------|------------|----------------------|--------------------------|----------------------|------------------------|---------------------|
| 48 | 0 | 260 | 0 | 0 | 0 | 0 |
| 49 | 625 | 40 | 0 | 0 | 0 | 0 |
| 50 | 700 | 47 | 0 | 0 | 0 | 0 |
| 51 | 100 | 891 | 0 | 0 | 0 | 0 |
| 52 | 0 | 0 | 302 | 0 | 0 | 0 |
| 53 | 0 | 0 | 202 | 0 | 0 | 0 |
| 54 | 0 | 0 | 0 | 0 | 0 | 0 |
| 55 | 0 | 0 | 135 | 0 | 0 | 0 |
| 56 | 300 | 0 | 0 | 120 | 0 | 0 |
| 57 | 1201 | 0 | 0 | 0 | 0 | 0 |
| 58 | 0 | 158 | 0 | 0 | 0 | 0 |
| 59 | 334 | 29 | 0 | 0 | 0 | 0 |
| 60 | 1001 | 0 | 0 | 0 | 0 | 0 |
| 61 | 334 | 29 | 0 | 0 | 0 | 0 |
| 62 | 800 | 106 | 0 | 0 | 0 | 0 |
| 63 | 700 | 46 | 0 | 0 | 0 | 0 |
| 64 | 501 | 38 | 0 | 0 | 0 | 0 |
| 65 | 1022 | 25 | 76 | 0 | 0 | 0 |
| 66 | 682 | 101 | 51 | 0 | 0 | 0 |
| 67 | 167 | 0 | 0 | 0 | 0 | 0 |
| 68 | 1169 | 57 | 0 | 0 | 0 | 0 |
| 69 | 835 | 38 | 0 | 0 | 0 | 0 |
| 70 | 374 | 0 | 0 | 0 | 0 | 0 |
| 71 | 1002 | 0 | 0 | 40 | 0 | 0 |
| 72 | 334 | 51 | 0 | 0 | 0 | 0 |
| 73 | 374 | 75 | 0 | 0 | 0 | 0 |
| 74 | 372 | 209 | 0 | 0 | 0 | 0 |
| 75 | 186 | 0 | 3 | 0 | 0 | 0 |
| 76 | 0 | 52 | 0 | 0 | 0 | 0 |
| 77 | 167 | 85 | 0 | 85 | 0 | 0 |
| 78 | 93 | 52 | 0 | 0 | 0 | 0 |
| 79 | 167 | 0 | 0 | 0 | 1172 | 0 |
| 80 | 167 | 57 | 0 | 57 | 0 | 0 |
| 81 | 0 | 0 | 29 | 0 | 0 | 0 |
| 82 | 2327 | 175 | 0 | 0 | 0 | 0 |
| 83 | 745 | 0 | 0 | 111 | 0 | 0 |
| 84 | 1167 | 295 | 0 | 0 | 0 | 0 |
| 85 | 463 | 132 | 0 | 0 | 0 | 0 |
| 86 | 463 | 113 | 0 | 0 | 0 | 0 |
| 87 | 53 | 0 | 0 | 0 | 0 | 4000 |
| 88 | 0 | 180 | 0 | 0 | 0 | 0 |
| 89 | 154 | 132 | 0 | 0 | 0 | 0 |
| 90 | 0 | 268 | 0 | 0 | 0 | 0 |
| 91 | 463 | 67 | 0 | 0 | 0 | 0 |
| 92 | 0 | 0 | 0 | 0 | 0 | 0 |
| 93 | 0 | 180 | 0 | 0 | 0 | 0 |
| 94 | 0 | 696 | 0 | 0 | 0 | 0 |

Red Deer Transportation Study

Existing Population and Employment

59,725 Population Used

| IMC Zones | Population | Retail Employment | Industrial Employment | Office Employment | Hospital Employment | College Students |
|-----------|------------|----------------------|--------------------------|----------------------|------------------------|---------------------|
| 95 | 732 | 94 | 0 | 0 | 0 | 0 |
| 96 | 0 | 90 | 0 | 0 | 0 | 0 |
| 97 | 732 | 94 | 0 | 0 | 0 | 0 |
| 98 | 627 | 80 | 0 | 0 | 0 | 0 |
| 99 | 0 | 0 | 0 | 0 | 0 | 0 |
| 100 | 0 | 0 | 0 | 0 | 0 | 0 |
| 101 | 0 | 0 | 0 | 0 | 0 | 0 |
| 102 | 0 | 0 | 0 | 0 | 1114 | 0 |
| 103 | 0 | 0 | 0 | 0 | 0 | 0 |
| 104 | 0 | 0 | 0 | 0 | 0 | 0 |
| 105 | 317 | 0 | 0 | 0 | 0 | 0 |
| 106 | 589 | 0 | 0 | 0 | 0 | 0 |
| 107 | 1041 | 6 | 0 | 0 | 0 | 0 |
| 108 | 520 | 3 | 0 | 0 | 0 | 0 |
| 109 | 1041 | 6 | 0 | 0 | 0 | 0 |
| 110 | 361 | 0 | 0 | 9 | 0 | 0 |
| 111 | 670 | 34 | 0 | 14 | 0 | 0 |
| 112 | 799 | 34 | 0 | 67 | 0 | 0 |
| 113 | 976 | 34 | 0 | 0 | 0 | 0 |
| 114 | 1197 | 70 | 0 | 0 | 0 | 0 |
| 115 | 599 | 0 | 0 | 0 | 0 | 0 |
| 116 | 599 | 0 | 0 | 0 | 0 | 0 |
| 117 | 493 | 0 | 0 | 0 | 0 | 0 |
| 118 | 657 | 0 | 0 | 52 | 0 | 0 |
| 119 | 493 | 78 | 0 | 0 | 0 | 0 |
| 120 | 886 | 53 | 0 | 123 | 0 | 0 |
| 121 | 590 | 0 | 0 | 0 | 0 | 0 |
| 122 | 736 | 8 | 0 | 0 | 0 | 0 |
| 123 | 736 | 8 | 0 | 0 | 0 | 0 |
| 124 | 631 | 7 | 0 | 0 | 0 | 0 |
| 125 | 647 | 0 | 0 | 0 | 0 | 0 |
| 126 | 485 | 19 | 0 | 43 | 0 | 0 |
| 127 | 485 | 0 | 0 | 0 | 0 | 0 |
| 128 | 413 | 8 | 0 | 0 | 0 | 0 |
| 129 | 413 | 8 | 0 | 0 | 0 | 0 |
| 130 | 413 | 8 | 0 | 0 | 0 | 0 |
| 131 | 413 | 8 | 0 | 0 | 0 | 0 |
| 132 | 371 | 11 | 0 | 0 | 0 | 0 |
| 133 | 41 | 0 | 0 | 0 | 0 | 0 |
| 134 | 0 | 0 | 0 | 0 | 0 | 0 |
| 135 | 0 | 0 | 0 | 0 | 0 | 0 |
| 136 | 0 | 0 | 20 | 0 | 0 | 0 |
| 137 | 0 | 0 | 0 | 0 | 0 | 0 |
| 138 | 0 | 0 | 0 | 0 | 0 | 0 |
| 139 | 5 | 0 | 0 | 0 | 0 | 0 |
| 140 | 161 | 2 | 0 | 0 | 0 | 0 |
| 141 | 0 | 0 | 0 | 0 | 0 | 0 |

Red Deer Transportation Study

Existing Population and Employment

59,725 Population Used

| IMC Zones | Population | Retail Employment | Industrial Employment | Office Employment | Hospital Employment | College Students |
|-----------|------------|----------------------|--------------------------|----------------------|------------------------|---------------------|
| 142 | 0 | 0 | 0 | 0 | 0 | 0 |
| 143 | 0 | 0 | 0 | 0 | 0 | 0 |
| 144 | 0 | 0 | 0 | 0 | 0 | 0 |
| 145 | 0 | 0 | 0 | 0 | 0 | 0 |
| 146 | 0 | 0 | 0 | 0 | 0 | 0 |
| 147 | 0 | 0 | 0 | 0 | 0 | 0 |
| 148 | 0 | 0 | 0 | 0 | 0 | 0 |
| 149 | 0 | 0 | 0 | 0 | 0 | 0 |
| 150 | 0 | 0 | 0 | 0 | 0 | 0 |
| 151 | 0 | 0 | 0 | 0 | 0 | 0 |
| 152 | 0 | 0 | 0 | 0 | 0 | 0 |
| 153 | 0 | 180 | 0 | 0 | 0 | 0 |
| 154 | 1 | 0 | 0 | 0 | 0 | 0 |
| 155 | 0 | 0 | 0 | 0 | 0 | 0 |
| 156 | 0 | 0 | 0 | 0 | 0 | 0 |
| 157 | 0 | 0 | 0 | 0 | 0 | 0 |
| 158 | 0 | 0 | 0 | 0 | 0 | 0 |
| 159 | 0 | 0 | 0 | 0 | 0 | 0 |
| 160 | 25 | 0 | 0 | 0 | 0 | 0 |
| 161 | 11 | 0 | 0 | 0 | 0 | 0 |
| 162 | 0 | 0 | 0 | 0 | 0 | 0 |
| 163 | 0 | 0 | 0 | 0 | 0 | 0 |
| 164 | 494 | 0 | 0 | 0 | 0 | 0 |
| 165 | 593 | 0 | 0 | 0 | 0 | 0 |
| 166 | 494 | 0 | 0 | 0 | 0 | 0 |
| 167 | 395 | 10 | 0 | 0 | 0 | 0 |
| 168 | 230 | 0 | 0 | 0 | 0 | 0 |
| 169 | 0 | 0 | 0 | 0 | 0 | 0 |
| 170 | 544 | 0 | 0 | 0 | 0 | 0 |
| 171 | 408 | 45 | 0 | 0 | 0 | 0 |
| 172 | 340 | 0 | 0 | 0 | 0 | 0 |
| 173 | 68 | 0 | 0 | 0 | 0 | 0 |
| 174 | 0 | 0 | 0 | 0 | 0 | 0 |
| 175 | 0 | 0 | 8 | 0 | 0 | 0 |
| 176 | 0 | 0 | 0 | 0 | 0 | 0 |
| 177 | 474 | 0 | 0 | 0 | 0 | 0 |
| 178 | 664 | 0 | 0 | 0 | 0 | 0 |
| 179 | 379 | 168 | 0 | 0 | 0 | 0 |
| 180 | 379 | 0 | 0 | 0 | 0 | 0 |
| 181 | 0 | 0 | 0 | 0 | 0 | 0 |
| 182 | 0 | 0 | 0 | 0 | 0 | 0 |
| 183 | 0 | 0 | 8 | 0 | 0 | 0 |
| 184 | 5 | 0 | 0 | 0 | 0 | 0 |
| 185 | 1 | 0 | 0 | 0 | 0 | 0 |
| 186 | 0 | 0 | 0 | 0 | 0 | 0 |
| 187 | 0 | 0 | 0 | 0 | 0 | 0 |
| 188 | 0 | 0 | 35 | 0 | 0 | 0 |

Red Deer Transportation Study

Existing Population and Employment

59,725 Population Used

| IMC Zones | Population | Retail Employment | Industrial Employment | Office Employment | Hospital Employment | College Students |
|-----------|------------|----------------------|--------------------------|----------------------|------------------------|---------------------|
| 189 | 0 | 0 | 0 | 0 | 0 | 0 |
| 190 | 0 | 0 | 0 | 0 | 0 | 0 |
| 191 | 0 | 0 | 35 | 0 | 0 | 0 |
| 192 | 1 | 0 | 0 | 0 | 0 | 0 |
| 193 | 0 | 0 | 0 | 0 | 0 | 0 |
| 194 | 0 | 0 | 30 | 0 | 0 | 0 |
| 195 | 0 | 0 | 0 | 0 | 0 | 0 |
| 196 | 0 | 0 | 0 | 0 | 0 | 0 |
| 197 | 0 | 0 | 0 | 0 | 0 | 0 |
| 198 | 0 | 0 | 0 | 0 | 0 | 0 |
| 199 | 0 | 0 | 0 | 30 | 0 | 0 |
| 200 | 442 | 33 | 0 | 271 | 0 | 0 |
| 201 | 115 | 62 | 0 | 21 | 0 | 0 |
| 202 | 230 | 42 | 0 | 14 | 0 | 0 |
| 203 | 115 | 104 | 0 | 0 | 0 | 0 |
| 204 | 115 | 104 | 0 | 0 | 0 | 0 |
| 205 | 57 | 132 | 0 | 132 | 0 | 0 |
| 206 | 115 | 112 | 0 | 112 | 0 | 0 |
| 207 | 172 | 239 | 0 | 80 | 0 | 0 |
| 208 | 172 | 18 | 0 | 6 | 0 | 0 |
| 209 | 662 | 44 | 0 | 0 | 0 | 0 |
| 210 | 29 | 67 | 0 | 67 | 0 | 0 |
| 211 | 29 | 190 | 0 | 190 | 0 | 0 |
| 212 | 29 | 28 | 0 | 28 | 0 | 0 |
| 213 | 29 | 103 | 0 | 103 | 0 | 0 |
| 214 | 29 | 198 | 0 | 198 | 0 | 0 |
| 215 | 115 | 38 | 0 | 38 | 0 | 0 |
| 216 | 29 | 45 | 0 | 45 | 0 | 0 |
| 217 | 29 | 101 | 0 | 101 | 0 | 0 |
| 218 | 29 | 0 | 0 | 252 | 0 | 0 |
| 219 | 57 | 63 | 0 | 63 | 0 | 0 |
| 220 | 29 | 32 | 0 | 32 | 0 | 0 |
| 221 | 29 | 59 | 0 | 20 | 0 | 0 |
| 222 | 29 | 78 | 0 | 78 | 0 | 0 |
| 223 | 57 | 40 | 0 | 40 | 0 | 0 |
| 224 | 29 | 38 | 0 | 38 | 0 | 0 |
| 225 | 29 | 104 | 0 | 104 | 0 | 0 |
| 226 | 29 | 85 | 0 | 85 | 0 | 0 |
| 227 | 115 | 45 | 0 | 45 | 0 | 0 |
| 228 | 115 | 108 | 0 | 108 | 0 | 0 |
| 229 | 115 | 369 | 0 | 0 | 0 | 0 |
| 230 | 230 | 66 | 0 | 66 | 0 | 0 |
| 231 | 808 | 72 | 0 | 0 | 0 | 0 |
| 232 | 100 | 0 | 0 | 0 | 0 | 0 |
| 233 | 10 | 0 | 0 | 0 | 0 | 100 |
| 234 | 400 | 0 | 0 | 0 | 0 | 0 |
| 235 | 0 | 200 | 0 | 0 | 0 | 0 |

Red Deer Transportation Study

Existing Population and Employment

59,725 Population Used

| IMC Zones | Population | Retail Employment | Industrial Employment | Office Employment | Hospital Employment | College Students |
|-----------|------------|----------------------|--------------------------|----------------------|------------------------|---------------------|
| 236 | 0 | 0 | 100 | 0 | 0 | 0 |
| 237 | 0 | 0 | 0 | 0 | 0 | 0 |
| 238 | 0 | 0 | 0 | 0 | 0 | 0 |
| 239 | 0 | 250 | 250 | 0 | 0 | 0 |
| 240 | 0 | 180 | 0 | 0 | 0 | 0 |
| 241 | 0 | 90 | 0 | 0 | 0 | 0 |
| 242 | 0 | 0 | 0 | 0 | 0 | 0 |
| 243 | 0 | 0 | 0 | 0 | 0 | 0 |
| 244 | 0 | 0 | 0 | 0 | 0 | 0 |
| 245 | 0 | 0 | 0 | 0 | 0 | 0 |
| 246 | 0 | 0 | 0 | 0 | 0 | 0 |
| 247 | 0 | 50 | 50 | 0 | 0 | 0 |
| 248 | 0 | 0 | 0 | 0 | 0 | 0 |
| 249 | 0 | 0 | 0 | 0 | 0 | 0 |
| 250 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 59,725 | 10,639 | 4,709 | 3,153 | 2,286 | 4,100 |

Total Employment = 20,787 (NOT including College Staff)
 Total Students = 4,100

Red Deer Transportation Study

68,000 (10 Year) Population and Employment

| Super Zones | Population | Retail Employment | Industrial Employment | Office Employment | Hospital Employment | College Students |
|--------------------|------------|----------------------|--------------------------|----------------------|------------------------|---------------------|
| Northwest | 13,723 | 2,598 | 5,004 | 65 | 0 | 0 |
| North | 11,230 | 895 | 262 | 160 | 0 | 0 |
| West | 9,078 | 3,176 | 32 | 403 | 1,172 | 4,500 |
| Southeast | 19,829 | 585 | 20 | 308 | 1,114 | 0 |
| East | 9,790 | 223 | 116 | 45 | 0 | 0 |
| Central | 4,526 | 2,894 | 0 | 2,540 | 0 | 0 |
| Other | 1,600 | 840 | 440 | 15 | 0 | 100 |
| | 0 | 0 | 0 | 0 | 0 | 0 |
| | 0 | 0 | 0 | 0 | 0 | 0 |
| City Total | 68,176 | 10,371 | 5,434 | 3,521 | 2,286 | 4,500 |
| Total | 69,776 | 11,211 | 5,874 | 3,536 | 2,286 | 4,600 |
| Total Employment = | | 22,907 | | | | |
| Total Students = | | 4,600 | | | | |

Red Deer Transportation Study

68,000 (10 Year) Population and Employment

69,776 Population Used

| IMC Zones | Population | Retail Employment | Industrial Employment | Office Employment | Hospital Employment | College Students |
|-----------|------------|----------------------|--------------------------|----------------------|------------------------|---------------------|
| 1 | 0 | 0 | 113 | 0 | 0 | 0 |
| 2 | 0 | 0 | 213 | 0 | 0 | 0 |
| 3 | 0 | 0 | 78 | 0 | 0 | 0 |
| 4 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5 | 0 | 0 | 353 | 0 | 0 | 0 |
| 6 | 0 | 0 | 239 | 0 | 0 | 0 |
| 7 | 0 | 0 | 78 | 0 | 0 | 0 |
| 8 | 300 | 0 | 0 | 0 | 0 | 0 |
| 9 | 500 | 0 | 0 | 0 | 0 | 0 |
| 10 | 0 | 20 | 0 | 0 | 0 | 0 |
| 11 | 0 | 20 | 353 | 0 | 0 | 0 |
| 12 | 0 | 0 | 439 | 0 | 0 | 0 |
| 13 | 0 | 0 | 50 | 0 | 0 | 0 |
| 14 | 0 | 0 | 81 | 0 | 0 | 0 |
| 15 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18 | 37 | 0 | 0 | 0 | 0 | 0 |
| 19 | 982 | 0 | 0 | 0 | 0 | 0 |
| 20 | 150 | 36 | 0 | 0 | 0 | 0 |
| 21 | 0 | 0 | 603 | 0 | 0 | 0 |
| 22 | 986 | 0 | 0 | 0 | 0 | 0 |
| 23 | 0 | 0 | 87 | 0 | 0 | 0 |
| 24 | 0 | 0 | 217 | 0 | 0 | 0 |
| 25 | 0 | 0 | 0 | 0 | 0 | 0 |
| 26 | 0 | 0 | 0 | 0 | 0 | 0 |
| 27 | 1151 | 10 | 0 | 40 | 0 | 0 |
| 28 | 1151 | 169 | 0 | 0 | 0 | 0 |
| 29 | 625 | 40 | 0 | 0 | 0 | 0 |
| 30 | 1041 | 40 | 0 | 0 | 0 | 0 |
| 31 | 0 | 317 | 0 | 0 | 0 | 0 |
| 32 | 0 | 100 | 453 | 0 | 0 | 0 |
| 33 | 0 | 0 | 271 | 0 | 0 | 0 |
| 34 | 0 | 0 | 34 | 0 | 0 | 0 |
| 35 | 0 | 0 | 75 | 0 | 0 | 0 |
| 36 | 920 | 0 | 0 | 0 | 0 | 0 |
| 37 | 0 | 0 | 130 | 0 | 0 | 0 |
| 38 | 0 | 23 | 310 | 0 | 0 | 0 |
| 39 | 0 | 23 | 223 | 0 | 0 | 0 |
| 40 | 690 | 0 | 0 | 0 | 0 | 0 |
| 41 | 625 | 0 | 0 | 25 | 0 | 0 |
| 42 | 625 | 40 | 0 | 0 | 0 | 0 |
| 43 | 0 | 300 | 100 | 0 | 0 | 0 |
| 44 | 1200 | 70 | 0 | 0 | 0 | 0 |
| 45 | 690 | 5 | 0 | 0 | 0 | 0 |
| 46 | 0 | 107 | 0 | 0 | 0 | 0 |
| 47 | 625 | 40 | 0 | 0 | 0 | 0 |

Red Deer Transportation Study

68,000 (10 Year) Population and Employment

69,776 Population Used

| IMC Zones | Population | Retail Employment | Industrial Employment | Office Employment | Hospital Employment | College Students |
|-----------|------------|----------------------|--------------------------|----------------------|------------------------|---------------------|
| 48 | 0 | 260 | 0 | 0 | 0 | 0 |
| 49 | 625 | 40 | 0 | 0 | 0 | 0 |
| 50 | 700 | 47 | 0 | 0 | 0 | 0 |
| 51 | 100 | 891 | 0 | 0 | 0 | 0 |
| 52 | 0 | 0 | 302 | 0 | 0 | 0 |
| 53 | 0 | 0 | 202 | 0 | 0 | 0 |
| 54 | 0 | 0 | 0 | 0 | 0 | 0 |
| 55 | 0 | 0 | 135 | 0 | 0 | 0 |
| 56 | 300 | 0 | 0 | 120 | 0 | 0 |
| 57 | 1201 | 0 | 0 | 0 | 0 | 0 |
| 58 | 0 | 300 | 0 | 0 | 0 | 0 |
| 59 | 334 | 29 | 0 | 0 | 0 | 0 |
| 60 | 1001 | 0 | 0 | 0 | 0 | 0 |
| 61 | 334 | 29 | 0 | 0 | 0 | 0 |
| 62 | 800 | 106 | 0 | 0 | 0 | 0 |
| 63 | 800 | 46 | 0 | 0 | 0 | 0 |
| 64 | 501 | 38 | 0 | 0 | 0 | 0 |
| 65 | 1022 | 25 | 76 | 0 | 0 | 0 |
| 66 | 682 | 101 | 51 | 0 | 0 | 0 |
| 67 | 167 | 0 | 0 | 0 | 0 | 0 |
| 68 | 1169 | 57 | 0 | 0 | 0 | 0 |
| 69 | 835 | 38 | 0 | 0 | 0 | 0 |
| 70 | 374 | 0 | 0 | 0 | 0 | 0 |
| 71 | 1002 | 0 | 0 | 40 | 0 | 0 |
| 72 | 334 | 51 | 0 | 0 | 0 | 0 |
| 73 | 374 | 75 | 0 | 0 | 0 | 0 |
| 74 | 372 | 209 | 0 | 0 | 0 | 0 |
| 75 | 186 | 0 | 3 | 0 | 0 | 0 |
| 76 | 0 | 52 | 0 | 0 | 0 | 0 |
| 77 | 167 | 85 | 0 | 110 | 0 | 0 |
| 78 | 93 | 52 | 0 | 0 | 0 | 0 |
| 79 | 167 | 0 | 0 | 0 | 1172 | 0 |
| 80 | 167 | 57 | 0 | 57 | 0 | 0 |
| 81 | 0 | 0 | 29 | 0 | 0 | 0 |
| 82 | 2327 | 175 | 0 | 0 | 0 | 0 |
| 83 | 745 | 0 | 0 | 111 | 0 | 0 |
| 84 | 1167 | 295 | 0 | 0 | 0 | 0 |
| 85 | 463 | 132 | 0 | 0 | 0 | 0 |
| 86 | 463 | 113 | 0 | 0 | 0 | 0 |
| 87 | 53 | 0 | 0 | 100 | 0 | 4500 |
| 88 | 0 | 180 | 0 | 0 | 0 | 0 |
| 89 | 154 | 132 | 0 | 0 | 0 | 0 |
| 90 | 0 | 268 | 0 | 0 | 0 | 0 |
| 91 | 463 | 67 | 0 | 25 | 0 | 0 |
| 92 | 0 | 25 | 0 | 0 | 0 | 0 |
| 93 | 0 | 180 | 0 | 0 | 0 | 0 |
| 94 | 0 | 696 | 0 | 0 | 0 | 0 |

Red Deer Transportation Study

68,000 (10 Year) Population and Employment

69,776 Population Used

| IMC Zones | Population | Retail Employment | Industrial Employment | Office Employment | Hospital Employment | College Students |
|-----------|------------|----------------------|--------------------------|----------------------|------------------------|---------------------|
| 95 | 732 | 94 | 0 | 0 | 0 | 0 |
| 96 | 0 | 190 | 0 | 0 | 0 | 0 |
| 97 | 732 | 94 | 0 | 0 | 0 | 0 |
| 98 | 627 | 80 | 0 | 0 | 0 | 0 |
| 99 | 0 | 0 | 0 | 0 | 0 | 0 |
| 100 | 0 | 0 | 0 | 0 | 0 | 0 |
| 101 | 0 | 0 | 0 | 0 | 0 | 0 |
| 102 | 0 | 0 | 0 | 0 | 1114 | 0 |
| 103 | 0 | 0 | 0 | 0 | 0 | 0 |
| 104 | 0 | 0 | 0 | 0 | 0 | 0 |
| 105 | 317 | 0 | 0 | 0 | 0 | 0 |
| 106 | 889 | 0 | 0 | 0 | 0 | 0 |
| 107 | 1041 | 6 | 0 | 0 | 0 | 0 |
| 108 | 520 | 3 | 0 | 0 | 0 | 0 |
| 109 | 1141 | 6 | 0 | 0 | 0 | 0 |
| 110 | 361 | 0 | 0 | 9 | 0 | 0 |
| 111 | 670 | 34 | 0 | 14 | 0 | 0 |
| 112 | 799 | 34 | 0 | 67 | 0 | 0 |
| 113 | 976 | 34 | 0 | 0 | 0 | 0 |
| 114 | 1197 | 70 | 0 | 0 | 0 | 0 |
| 115 | 599 | 0 | 0 | 0 | 0 | 0 |
| 116 | 599 | 0 | 0 | 0 | 0 | 0 |
| 117 | 493 | 0 | 0 | 0 | 0 | 0 |
| 118 | 657 | 0 | 0 | 52 | 0 | 0 |
| 119 | 493 | 78 | 0 | 0 | 0 | 0 |
| 120 | 886 | 53 | 0 | 123 | 0 | 0 |
| 121 | 590 | 0 | 0 | 0 | 0 | 0 |
| 122 | 736 | 8 | 0 | 0 | 0 | 0 |
| 123 | 736 | 8 | 0 | 0 | 0 | 0 |
| 124 | 631 | 7 | 0 | 0 | 0 | 0 |
| 125 | 647 | 0 | 0 | 0 | 0 | 0 |
| 126 | 485 | 19 | 0 | 43 | 0 | 0 |
| 127 | 485 | 0 | 0 | 0 | 0 | 0 |
| 128 | 413 | 8 | 0 | 0 | 0 | 0 |
| 129 | 413 | 8 | 0 | 0 | 0 | 0 |
| 130 | 413 | 8 | 0 | 0 | 0 | 0 |
| 131 | 413 | 8 | 0 | 0 | 0 | 0 |
| 132 | 571 | 11 | 0 | 0 | 0 | 0 |
| 133 | 641 | 0 | 0 | 0 | 0 | 0 |
| 134 | 600 | 0 | 0 | 0 | 0 | 0 |
| 135 | 0 | 0 | 0 | 0 | 0 | 0 |
| 136 | 0 | 0 | 20 | 0 | 0 | 0 |
| 137 | 0 | 0 | 0 | 0 | 0 | 0 |
| 138 | 0 | 0 | 0 | 0 | 0 | 0 |
| 139 | 5 | 0 | 0 | 0 | 0 | 0 |
| 140 | 411 | 2 | 0 | 0 | 0 | 0 |
| 141 | 0 | 0 | 0 | 0 | 0 | 0 |

Red Deer Transportation Study

68,000 (10 Year) Population and Employment

69,776 Population Used

| IMC Zones | Population | Retail Employment | Industrial Employment | Office Employment | Hospital Employment | College Students |
|-----------|------------|----------------------|--------------------------|----------------------|------------------------|---------------------|
| 142 | 0 | 0 | 0 | 0 | 0 | 0 |
| 143 | 0 | 0 | 0 | 0 | 0 | 0 |
| 144 | 0 | 0 | 0 | 0 | 0 | 0 |
| 145 | 0 | 0 | 0 | 0 | 0 | 0 |
| 146 | 0 | 0 | 0 | 0 | 0 | 0 |
| 147 | 0 | 0 | 0 | 0 | 0 | 0 |
| 148 | 0 | 0 | 0 | 0 | 0 | 0 |
| 149 | 0 | 0 | 0 | 0 | 0 | 0 |
| 150 | 0 | 0 | 0 | 0 | 0 | 0 |
| 151 | 0 | 0 | 0 | 0 | 0 | 0 |
| 152 | 0 | 0 | 0 | 0 | 0 | 0 |
| 153 | 0 | 180 | 0 | 0 | 0 | 0 |
| 154 | 1 | 0 | 0 | 0 | 0 | 0 |
| 155 | 0 | 0 | 0 | 0 | 0 | 0 |
| 156 | 0 | 0 | 0 | 0 | 0 | 0 |
| 157 | 0 | 0 | 0 | 0 | 0 | 0 |
| 158 | 0 | 0 | 0 | 0 | 0 | 0 |
| 159 | 0 | 0 | 0 | 0 | 0 | 0 |
| 160 | 50 | 0 | 0 | 0 | 0 | 0 |
| 161 | 21 | 0 | 0 | 0 | 0 | 0 |
| 162 | 0 | 0 | 0 | 0 | 0 | 0 |
| 163 | 0 | 0 | 0 | 0 | 0 | 0 |
| 164 | 494 | 0 | 0 | 0 | 0 | 0 |
| 165 | 593 | 0 | 0 | 0 | 0 | 0 |
| 166 | 494 | 0 | 0 | 0 | 0 | 0 |
| 167 | 695 | 10 | 0 | 0 | 0 | 0 |
| 168 | 630 | 0 | 0 | 0 | 0 | 0 |
| 169 | 200 | 0 | 0 | 0 | 0 | 0 |
| 170 | 544 | 0 | 0 | 0 | 0 | 0 |
| 171 | 408 | 45 | 0 | 0 | 0 | 0 |
| 172 | 440 | 0 | 0 | 0 | 0 | 0 |
| 173 | 368 | 0 | 0 | 0 | 0 | 0 |
| 174 | 300 | 0 | 0 | 0 | 0 | 0 |
| 175 | 0 | 0 | 8 | 0 | 0 | 0 |
| 176 | 350 | 0 | 0 | 0 | 0 | 0 |
| 177 | 474 | 0 | 0 | 0 | 0 | 0 |
| 178 | 664 | 0 | 0 | 25 | 0 | 0 |
| 179 | 379 | 168 | 0 | 0 | 0 | 0 |
| 180 | 379 | 0 | 0 | 0 | 0 | 0 |
| 181 | 250 | 0 | 0 | 0 | 0 | 0 |
| 182 | 250 | 0 | 0 | 20 | 0 | 0 |
| 183 | 0 | 0 | 8 | 0 | 0 | 0 |
| 184 | 805 | 0 | 0 | 0 | 0 | 0 |
| 185 | 501 | 0 | 0 | 0 | 0 | 0 |
| 186 | 300 | 0 | 0 | 0 | 0 | 0 |
| 187 | 200 | 0 | 0 | 0 | 0 | 0 |
| 188 | 0 | 0 | 35 | 0 | 0 | 0 |

Red Deer Transportation Study

68,000 (10 Year) Population and Employment

69,776 Population Used

| IMC Zones | Population | Retail Employment | Industrial Employment | Office Employment | Hospital Employment | College Students |
|-----------|------------|----------------------|--------------------------|----------------------|------------------------|---------------------|
| 189 | 0 | 0 | 0 | 0 | 0 | 0 |
| 190 | 0 | 0 | 0 | 0 | 0 | 0 |
| 191 | 0 | 0 | 35 | 0 | 0 | 0 |
| 192 | 1 | 0 | 0 | 0 | 0 | 0 |
| 193 | 0 | 0 | 0 | 0 | 0 | 0 |
| 194 | 0 | 0 | 30 | 0 | 0 | 0 |
| 195 | 0 | 0 | 0 | 0 | 0 | 0 |
| 196 | 0 | 0 | 0 | 0 | 0 | 0 |
| 197 | 0 | 0 | 0 | 0 | 0 | 0 |
| 198 | 0 | 0 | 0 | 0 | 0 | 0 |
| 199 | 0 | 0 | 0 | 30 | 0 | 0 |
| 200 | 600 | 33 | 0 | 271 | 0 | 0 |
| 201 | 115 | 62 | 0 | 21 | 0 | 0 |
| 202 | 230 | 42 | 0 | 14 | 0 | 0 |
| 203 | 115 | 104 | 0 | 0 | 0 | 0 |
| 204 | 115 | 104 | 0 | 0 | 0 | 0 |
| 205 | 57 | 132 | 0 | 132 | 0 | 0 |
| 206 | 115 | 112 | 0 | 119 | 0 | 0 |
| 207 | 172 | 239 | 0 | 85 | 0 | 0 |
| 208 | 172 | 18 | 0 | 6 | 0 | 0 |
| 209 | 662 | 44 | 0 | 0 | 0 | 0 |
| 210 | 29 | 67 | 0 | 71 | 0 | 0 |
| 211 | 29 | 190 | 0 | 201 | 0 | 0 |
| 212 | 29 | 28 | 0 | 30 | 0 | 0 |
| 213 | 29 | 103 | 0 | 109 | 0 | 0 |
| 214 | 29 | 198 | 0 | 210 | 0 | 0 |
| 215 | 200 | 63 | 0 | 63 | 0 | 0 |
| 216 | 29 | 45 | 0 | 48 | 0 | 0 |
| 217 | 29 | 101 | 0 | 107 | 0 | 0 |
| 218 | 29 | 0 | 0 | 267 | 0 | 0 |
| 219 | 57 | 63 | 0 | 67 | 0 | 0 |
| 220 | 29 | 32 | 0 | 34 | 0 | 0 |
| 221 | 29 | 59 | 0 | 21 | 0 | 0 |
| 222 | 29 | 78 | 0 | 83 | 0 | 0 |
| 223 | 57 | 40 | 0 | 42 | 0 | 0 |
| 224 | 29 | 38 | 0 | 40 | 0 | 0 |
| 225 | 29 | 104 | 0 | 110 | 0 | 0 |
| 226 | 29 | 85 | 0 | 90 | 0 | 0 |
| 227 | 115 | 95 | 0 | 95 | 0 | 0 |
| 228 | 115 | 108 | 0 | 108 | 0 | 0 |
| 229 | 115 | 369 | 0 | 0 | 0 | 0 |
| 230 | 300 | 66 | 0 | 66 | 0 | 0 |
| 231 | 808 | 72 | 0 | 0 | 0 | 0 |
| 232 | 200 | 0 | 0 | 0 | 0 | 0 |
| 233 | 700 | 0 | 0 | 15 | 0 | 100 |
| 234 | 700 | 0 | 0 | 0 | 0 | 0 |
| 235 | 0 | 200 | 0 | 0 | 0 | 0 |

Red Deer Transportation Study

68,000 (10 Year) Population and Employment

69,776 Population Used

| IMC Zones | Population | Retail Employment | Industrial Employment | Office Employment | Hospital Employment | College Students |
|-----------|------------|----------------------|--------------------------|----------------------|------------------------|---------------------|
| 236 | 0 | 0 | 120 | 0 | 0 | 0 |
| 237 | 0 | 0 | 0 | 0 | 0 | 0 |
| 238 | 0 | 0 | 0 | 0 | 0 | 0 |
| 239 | 0 | 270 | 250 | 0 | 0 | 0 |
| 240 | 0 | 180 | 0 | 0 | 0 | 0 |
| 241 | 0 | 90 | 0 | 0 | 0 | 0 |
| 242 | 0 | 0 | 0 | 0 | 0 | 0 |
| 243 | 0 | 0 | 0 | 0 | 0 | 0 |
| 244 | 0 | 0 | 0 | 0 | 0 | 0 |
| 245 | 0 | 0 | 0 | 0 | 0 | 0 |
| 246 | 0 | 0 | 0 | 0 | 0 | 0 |
| 247 | 0 | 100 | 70 | 0 | 0 | 0 |
| 248 | 0 | 0 | 0 | 0 | 0 | 0 |
| 249 | 0 | 0 | 0 | 0 | 0 | 0 |
| 250 | 0 | 0 | 0 | 0 | 0 | 0 |

| | | | | | | |
|-------|--------|--------|-------|-------|-------|-------|
| Total | 69,776 | 11,211 | 5,874 | 3,536 | 2,286 | 4,600 |
|-------|--------|--------|-------|-------|-------|-------|

| | |
|--------------------|--------------------------------------|
| Total Employment = | 22,907 (NOT including College Staff) |
| Total Students = | 4,600 |

Red Deer Transportation Study

85,000 (30 Year) Population and Employment

| Super Zones | Population | Retail Employment | Industrial Employment | Office Employment | Hospital Employment | College Students |
|-------------|------------|----------------------|--------------------------|----------------------|------------------------|---------------------|
| Northwest | 18,173 | 2,818 | 5,073 | 65 | 0 | 0 |
| North | 13,196 | 796 | 312 | 160 | 0 | 0 |
| West | 9,625 | 3,561 | 32 | 818 | 1,172 | 7,000 |
| Southeast | 23,226 | 640 | 0 | 338 | 1,114 | 0 |
| East | 16,310 | 312 | 116 | 365 | 0 | 0 |
| Central | 4,526 | 2,951 | 0 | 3,788 | 0 | 0 |
| Other | 1,600 | 1,000 | 500 | 15 | 0 | 100 |
| | 0 | 0 | 0 | 0 | 0 | 0 |
| | 0 | 0 | 0 | 0 | 0 | 0 |
| City Total | 85,056 | 11,078 | 5,533 | 5,534 | 2,286 | 7,000 |
| Total | 86,656 | 12,078 | 6,033 | 5,549 | 2,286 | 7,100 |

Total Employment = 25,946
 Total Students = 7,100

Red Deer Transportation Study

85,000 (30 Year) Population and Employment

86,656 Population Used

| IMC Zones | Population | Retail Employment | Industrial Employment | Office Employment | Hospital Employment | College Students |
|-----------|------------|----------------------|--------------------------|----------------------|------------------------|---------------------|
| 1 | 0 | 0 | 113 | 0 | 0 | 0 |
| 2 | 0 | 0 | 163 | 0 | 0 | 0 |
| 3 | 0 | 0 | 150 | 0 | 0 | 0 |
| 4 | 800 | 0 | 0 | 0 | 0 | 0 |
| 5 | 0 | 0 | 353 | 0 | 0 | 0 |
| 6 | 0 | 0 | 239 | 0 | 0 | 0 |
| 7 | 0 | 0 | 150 | 0 | 0 | 0 |
| 8 | 500 | 14 | 0 | 0 | 0 | 0 |
| 9 | 1200 | 0 | 0 | 0 | 0 | 0 |
| 10 | 0 | 50 | 0 | 0 | 0 | 0 |
| 11 | 0 | 50 | 353 | 0 | 0 | 0 |
| 12 | 0 | 0 | 389 | 0 | 0 | 0 |
| 13 | 0 | 0 | 50 | 0 | 0 | 0 |
| 14 | 0 | 0 | 81 | 0 | 0 | 0 |
| 15 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16 | 250 | 0 | 0 | 0 | 0 | 0 |
| 17 | 800 | 0 | 0 | 0 | 0 | 0 |
| 18 | 737 | 0 | 0 | 0 | 0 | 0 |
| 19 | 982 | 0 | 0 | 0 | 0 | 0 |
| 20 | 150 | 80 | 0 | 0 | 0 | 0 |
| 21 | 0 | 0 | 553 | 0 | 0 | 0 |
| 22 | 986 | 0 | 0 | 0 | 0 | 0 |
| 23 | 0 | 0 | 87 | 0 | 0 | 0 |
| 24 | 0 | 0 | 217 | 0 | 0 | 0 |
| 25 | 100 | 0 | 25 | 0 | 0 | 0 |
| 26 | 450 | 12 | 0 | 0 | 0 | 0 |
| 27 | 1151 | 10 | 0 | 40 | 0 | 0 |
| 28 | 1151 | 169 | 0 | 0 | 0 | 0 |
| 29 | 625 | 40 | 0 | 0 | 0 | 0 |
| 30 | 1041 | 40 | 0 | 0 | 0 | 0 |
| 31 | 0 | 317 | 0 | 0 | 0 | 0 |
| 32 | 0 | 100 | 453 | 0 | 0 | 0 |
| 33 | 0 | 0 | 271 | 0 | 0 | 0 |
| 34 | 0 | 0 | 34 | 0 | 0 | 0 |
| 35 | 450 | 0 | 125 | 0 | 0 | 0 |
| 36 | 920 | 0 | 0 | 0 | 0 | 0 |
| 37 | 0 | 90 | 130 | 0 | 0 | 0 |
| 38 | 0 | 23 | 310 | 0 | 0 | 0 |
| 39 | 0 | 23 | 223 | 0 | 0 | 0 |
| 40 | 690 | 0 | 0 | 0 | 0 | 0 |
| 41 | 625 | 0 | 0 | 25 | 0 | 0 |
| 42 | 625 | 40 | 0 | 0 | 0 | 0 |
| 43 | 0 | 300 | 100 | 0 | 0 | 0 |
| 44 | 1200 | 70 | 0 | 0 | 0 | 0 |
| 45 | 690 | 5 | 0 | 0 | 0 | 0 |
| 46 | 0 | 107 | 0 | 0 | 0 | 0 |
| 47 | 625 | 40 | 0 | 0 | 0 | 0 |

Red Deer Transportation Study

85,000 (30 Year) Population and Employment

86,656 Population Used

| IMC Zones | Population | Retail Employment | Industrial Employment | Office Employment | Hospital Employment | College Students |
|-----------|------------|----------------------|--------------------------|----------------------|------------------------|---------------------|
| 48 | 0 | 260 | 0 | 0 | 0 | 0 |
| 49 | 625 | 40 | 0 | 0 | 0 | 0 |
| 50 | 700 | 47 | 0 | 0 | 0 | 0 |
| 51 | 100 | 891 | 0 | 0 | 0 | 0 |
| 52 | 0 | 0 | 302 | 0 | 0 | 0 |
| 53 | 0 | 0 | 202 | 0 | 0 | 0 |
| 54 | 1000 | 27 | 0 | 0 | 0 | 0 |
| 55 | 600 | 16 | 185 | 0 | 0 | 0 |
| 56 | 300 | 0 | 0 | 120 | 0 | 0 |
| 57 | 1201 | 0 | 0 | 0 | 0 | 0 |
| 58 | 300 | 158 | 0 | 0 | 0 | 0 |
| 59 | 334 | 29 | 0 | 0 | 0 | 0 |
| 60 | 1001 | 0 | 0 | 0 | 0 | 0 |
| 61 | 334 | 29 | 0 | 0 | 0 | 0 |
| 62 | 800 | 106 | 0 | 0 | 0 | 0 |
| 63 | 700 | 46 | 0 | 0 | 0 | 0 |
| 64 | 501 | 38 | 0 | 0 | 0 | 0 |
| 65 | 1022 | 25 | 76 | 0 | 0 | 0 |
| 66 | 682 | 101 | 51 | 0 | 0 | 0 |
| 67 | 167 | 0 | 0 | 0 | 0 | 0 |
| 68 | 1169 | 57 | 0 | 0 | 0 | 0 |
| 69 | 835 | 38 | 0 | 0 | 0 | 0 |
| 70 | 374 | 0 | 0 | 0 | 0 | 0 |
| 71 | 1002 | 0 | 0 | 40 | 0 | 0 |
| 72 | 500 | 51 | 0 | 0 | 0 | 0 |
| 73 | 374 | 75 | 0 | 0 | 0 | 0 |
| 74 | 372 | 209 | 0 | 0 | 0 | 0 |
| 75 | 186 | 0 | 3 | 0 | 0 | 0 |
| 76 | 0 | 52 | 0 | 0 | 0 | 0 |
| 77 | 167 | 85 | 0 | 200 | 0 | 0 |
| 78 | 93 | 52 | 0 | 0 | 0 | 0 |
| 79 | 167 | 0 | 0 | 0 | 1172 | 0 |
| 80 | 167 | 57 | 0 | 57 | 0 | 0 |
| 81 | 200 | 0 | 29 | 0 | 0 | 0 |
| 82 | 2327 | 175 | 0 | 0 | 0 | 0 |
| 83 | 745 | 0 | 0 | 111 | 0 | 0 |
| 84 | 1167 | 295 | 0 | 0 | 0 | 0 |
| 85 | 463 | 132 | 0 | 0 | 0 | 0 |
| 86 | 463 | 113 | 0 | 0 | 0 | 0 |
| 87 | 200 | 0 | 0 | 350 | 0 | 7000 |
| 88 | 0 | 180 | 0 | 0 | 0 | 0 |
| 89 | 154 | 132 | 0 | 0 | 0 | 0 |
| 90 | 0 | 268 | 0 | 0 | 0 | 0 |
| 91 | 463 | 67 | 0 | 100 | 0 | 0 |
| 92 | 200 | 100 | 0 | 0 | 0 | 0 |
| 93 | 0 | 180 | 0 | 0 | 0 | 0 |
| 94 | 0 | 696 | 0 | 0 | 0 | 0 |

Red Deer Transportation Study

85,000 (30 Year) Population and Employment

86,656 Population Used

| IMC Zones | Population | Retail Employment | Industrial Employment | Office Employment | Hospital Employment | College Students |
|-----------|------------|----------------------|--------------------------|----------------------|------------------------|---------------------|
| 95 | 732 | 94 | 0 | 0 | 0 | 0 |
| 96 | 0 | 500 | 0 | 0 | 0 | 0 |
| 97 | 732 | 94 | 0 | 0 | 0 | 0 |
| 98 | 627 | 80 | 0 | 0 | 0 | 0 |
| 99 | 20 | 20 | 0 | 0 | 0 | 0 |
| 100 | 0 | 0 | 0 | 0 | 0 | 0 |
| 101 | 20 | 0 | 0 | 0 | 0 | 0 |
| 102 | 0 | 0 | 0 | 0 | 1114 | 0 |
| 103 | 200 | 20 | 0 | 0 | 0 | 0 |
| 104 | 100 | 0 | 0 | 0 | 0 | 0 |
| 105 | 317 | 15 | 0 | 0 | 0 | 0 |
| 106 | 889 | 0 | 0 | 0 | 0 | 0 |
| 107 | 1041 | 6 | 0 | 0 | 0 | 0 |
| 108 | 520 | 3 | 0 | 0 | 0 | 0 |
| 109 | 1141 | 6 | 0 | 0 | 0 | 0 |
| 110 | 361 | 0 | 0 | 9 | 0 | 0 |
| 111 | 670 | 34 | 0 | 14 | 0 | 0 |
| 112 | 799 | 34 | 0 | 67 | 0 | 0 |
| 113 | 976 | 34 | 0 | 0 | 0 | 0 |
| 114 | 1197 | 70 | 0 | 0 | 0 | 0 |
| 115 | 599 | 0 | 0 | 0 | 0 | 0 |
| 116 | 599 | 0 | 0 | 0 | 0 | 0 |
| 117 | 493 | 0 | 0 | 0 | 0 | 0 |
| 118 | 657 | 0 | 0 | 52 | 0 | 0 |
| 119 | 493 | 78 | 0 | 0 | 0 | 0 |
| 120 | 886 | 53 | 0 | 123 | 0 | 0 |
| 121 | 590 | 0 | 0 | 0 | 0 | 0 |
| 122 | 736 | 8 | 0 | 0 | 0 | 0 |
| 123 | 736 | 8 | 0 | 0 | 0 | 0 |
| 124 | 631 | 7 | 0 | 0 | 0 | 0 |
| 125 | 647 | 0 | 0 | 0 | 0 | 0 |
| 126 | 485 | 19 | 0 | 43 | 0 | 0 |
| 127 | 485 | 0 | 0 | 0 | 0 | 0 |
| 128 | 413 | 8 | 0 | 0 | 0 | 0 |
| 129 | 413 | 8 | 0 | 25 | 0 | 0 |
| 130 | 413 | 8 | 0 | 0 | 0 | 0 |
| 131 | 413 | 8 | 0 | 0 | 0 | 0 |
| 132 | 571 | 11 | 0 | 0 | 0 | 0 |
| 133 | 641 | 0 | 0 | 0 | 0 | 0 |
| 134 | 600 | 0 | 0 | 0 | 0 | 0 |
| 135 | 450 | 0 | 0 | 0 | 0 | 0 |
| 136 | 450 | 0 | 0 | 0 | 0 | 0 |
| 137 | 0 | 0 | 0 | 0 | 0 | 0 |
| 138 | 0 | 0 | 0 | 0 | 0 | 0 |
| 139 | 5 | 0 | 0 | 5 | 0 | 0 |
| 140 | 701 | 2 | 0 | 0 | 0 | 0 |
| 141 | 180 | 0 | 0 | 0 | 0 | 0 |

Red Deer Transportation Study

85,000 (30 Year) Population and Employment

86,656 Population Used

| IMC Zones | Population | Retail Employment | Industrial Employment | Office Employment | Hospital Employment | College Students |
|-----------|------------|----------------------|--------------------------|----------------------|------------------------|---------------------|
| 142 | 0 | 0 | 0 | 0 | 0 | 0 |
| 143 | 0 | 0 | 0 | 0 | 0 | 0 |
| 144 | 1000 | 0 | 0 | 0 | 0 | 0 |
| 145 | 300 | 0 | 0 | 0 | 0 | 0 |
| 146 | 387 | 0 | 0 | 0 | 0 | 0 |
| 147 | 0 | 0 | 0 | 0 | 0 | 0 |
| 148 | 0 | 0 | 0 | 0 | 0 | 0 |
| 149 | 0 | 0 | 0 | 0 | 0 | 0 |
| 150 | 0 | 0 | 0 | 0 | 0 | 0 |
| 151 | 0 | 0 | 0 | 0 | 0 | 0 |
| 152 | 0 | 0 | 0 | 0 | 0 | 0 |
| 153 | 0 | 180 | 0 | 0 | 0 | 0 |
| 154 | 1 | 0 | 0 | 0 | 0 | 0 |
| 155 | 0 | 0 | 0 | 0 | 0 | 0 |
| 156 | 0 | 0 | 0 | 0 | 0 | 0 |
| 157 | 0 | 0 | 0 | 0 | 0 | 0 |
| 158 | 0 | 0 | 0 | 0 | 0 | 0 |
| 159 | 0 | 0 | 0 | 0 | 0 | 0 |
| 160 | 50 | 0 | 0 | 0 | 0 | 0 |
| 161 | 21 | 0 | 0 | 0 | 0 | 0 |
| 162 | 0 | 0 | 0 | 0 | 0 | 0 |
| 163 | 0 | 0 | 0 | 0 | 0 | 0 |
| 164 | 494 | 0 | 0 | 0 | 0 | 0 |
| 165 | 593 | 0 | 0 | 0 | 0 | 0 |
| 166 | 494 | 0 | 0 | 0 | 0 | 0 |
| 167 | 695 | 10 | 0 | 0 | 0 | 0 |
| 168 | 630 | 0 | 0 | 0 | 0 | 0 |
| 169 | 1040 | 30 | 0 | 0 | 0 | 0 |
| 170 | 544 | 0 | 0 | 0 | 0 | 0 |
| 171 | 408 | 45 | 0 | 0 | 0 | 0 |
| 172 | 440 | 0 | 0 | 0 | 0 | 0 |
| 173 | 368 | 0 | 0 | 0 | 0 | 0 |
| 174 | 400 | 0 | 0 | 0 | 0 | 0 |
| 175 | 700 | 0 | 8 | 0 | 0 | 0 |
| 176 | 700 | 0 | 0 | 0 | 0 | 0 |
| 177 | 474 | 0 | 0 | 0 | 0 | 0 |
| 178 | 664 | 0 | 0 | 25 | 0 | 0 |
| 179 | 379 | 168 | 0 | 0 | 0 | 0 |
| 180 | 379 | 0 | 0 | 0 | 0 | 0 |
| 181 | 700 | 0 | 0 | 0 | 0 | 0 |
| 182 | 400 | 0 | 0 | 20 | 0 | 0 |
| 183 | 700 | 0 | 8 | 0 | 0 | 0 |
| 184 | 805 | 0 | 0 | 300 | 0 | 0 |
| 185 | 501 | 0 | 0 | 0 | 0 | 0 |
| 186 | 300 | 0 | 0 | 0 | 0 | 0 |
| 187 | 400 | 0 | 0 | 20 | 0 | 0 |
| 188 | 530 | 15 | 35 | 0 | 0 | 0 |

Red Deer Transportation Study

85,000 (30 Year) Population and Employment

86,656 Population Used

| IMC Zones | Population | Retail Employment | Industrial Employment | Office Employment | Hospital Employment | College Students |
|-----------|------------|----------------------|--------------------------|----------------------|------------------------|---------------------|
| 189 | 900 | 0 | 0 | 0 | 0 | 0 |
| 190 | 500 | 14 | 0 | 0 | 0 | 0 |
| 191 | 550 | 15 | 35 | 0 | 0 | 0 |
| 192 | 551 | 15 | 0 | 0 | 0 | 0 |
| 193 | 0 | 0 | 0 | 0 | 0 | 0 |
| 194 | 0 | 0 | 30 | 0 | 0 | 0 |
| 195 | 0 | 0 | 0 | 0 | 0 | 0 |
| 196 | 0 | 0 | 0 | 0 | 0 | 0 |
| 197 | 0 | 0 | 0 | 0 | 0 | 0 |
| 198 | 0 | 0 | 0 | 0 | 0 | 0 |
| 199 | 0 | 0 | 0 | 30 | 0 | 0 |
| 200 | 600 | 33 | 0 | 271 | 0 | 0 |
| 201 | 115 | 62 | 0 | 21 | 0 | 0 |
| 202 | 230 | 42 | 0 | 14 | 0 | 0 |
| 203 | 115 | 104 | 0 | 0 | 0 | 0 |
| 204 | 115 | 104 | 0 | 0 | 0 | 0 |
| 205 | 57 | 132 | 0 | 132 | 0 | 0 |
| 206 | 115 | 112 | 0 | 199 | 0 | 0 |
| 207 | 172 | 239 | 0 | 142 | 0 | 0 |
| 208 | 172 | 18 | 0 | 11 | 0 | 0 |
| 209 | 662 | 44 | 0 | 0 | 0 | 0 |
| 210 | 29 | 67 | 0 | 119 | 0 | 0 |
| 211 | 29 | 190 | 0 | 337 | 0 | 0 |
| 212 | 29 | 28 | 0 | 50 | 0 | 0 |
| 213 | 29 | 103 | 0 | 183 | 0 | 0 |
| 214 | 29 | 198 | 0 | 351 | 0 | 0 |
| 215 | 200 | 120 | 0 | 138 | 0 | 0 |
| 216 | 29 | 45 | 0 | 80 | 0 | 0 |
| 217 | 29 | 101 | 0 | 179 | 0 | 0 |
| 218 | 29 | 0 | 0 | 447 | 0 | 0 |
| 219 | 57 | 63 | 0 | 112 | 0 | 0 |
| 220 | 29 | 32 | 0 | 57 | 0 | 0 |
| 221 | 29 | 59 | 0 | 35 | 0 | 0 |
| 222 | 29 | 78 | 0 | 138 | 0 | 0 |
| 223 | 57 | 40 | 0 | 71 | 0 | 0 |
| 224 | 29 | 38 | 0 | 67 | 0 | 0 |
| 225 | 29 | 104 | 0 | 184 | 0 | 0 |
| 226 | 29 | 85 | 0 | 151 | 0 | 0 |
| 227 | 115 | 95 | 0 | 95 | 0 | 0 |
| 228 | 115 | 108 | 0 | 108 | 0 | 0 |
| 229 | 115 | 369 | 0 | 0 | 0 | 0 |
| 230 | 300 | 66 | 0 | 66 | 0 | 0 |
| 231 | 808 | 72 | 0 | 0 | 0 | 0 |
| 232 | 200 | 30 | 0 | 0 | 0 | 0 |
| 233 | 700 | 0 | 0 | 15 | 0 | 100 |
| 234 | 700 | 0 | 0 | 0 | 0 | 0 |
| 235 | 0 | 200 | 0 | 0 | 0 | 0 |

Red Deer Transportation Study

85,000 (30 Year) Population and Employment

86,656 Population Used

| IMC Zones | Population | Retail Employment | Industrial Employment | Office Employment | Hospital Employment | College Students |
|--------------|---------------|----------------------|--------------------------|----------------------|------------------------|---------------------|
| 236 | 0 | 0 | 150 | 0 | 0 | 0 |
| 237 | 0 | 0 | 0 | 0 | 0 | 0 |
| 238 | 0 | 0 | 0 | 0 | 0 | 0 |
| 239 | 0 | 300 | 250 | 0 | 0 | 0 |
| 240 | 0 | 180 | 0 | 0 | 0 | 0 |
| 241 | 0 | 90 | 0 | 0 | 0 | 0 |
| 242 | 0 | 0 | 0 | 0 | 0 | 0 |
| 243 | 0 | 0 | 0 | 0 | 0 | 0 |
| 244 | 0 | 0 | 0 | 0 | 0 | 0 |
| 245 | 0 | 0 | 0 | 0 | 0 | 0 |
| 246 | 0 | 0 | 0 | 0 | 0 | 0 |
| 247 | 0 | 200 | 100 | 0 | 0 | 0 |
| 248 | 0 | 0 | 0 | 0 | 0 | 0 |
| 249 | 0 | 0 | 0 | 0 | 0 | 0 |
| 250 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 86,656 | 12,078 | 6,033 | 5,549 | 2,286 | 7,100 |

Total Employment = 25,946 (NOT including College Staff)
 Total Students = 7,100

Red Deer Transportation Study

115,000 (64 Year) Population and Employment

| Super Zones | Population | Retail Employment | Industrial Employment | Office Employment | Hospital Employment | College Students |
|-------------|------------|----------------------|--------------------------|----------------------|------------------------|---------------------|
| Northwest | 22,323 | 3,078 | 9,504 | 65 | 0 | 0 |
| North | 14,096 | 828 | 412 | 160 | 0 | 0 |
| West | 10,525 | 3,615 | 1,032 | 818 | 1,172 | 8,000 |
| Southeast | 37,199 | 640 | 0 | 418 | 1,114 | 0 |
| East | 25,525 | 312 | 0 | 590 | 0 | 0 |
| Central | 4,768 | 3,475 | 0 | 2,874 | 0 | 0 |
| Other | 3,900 | 1,350 | 2,050 | 15 | 0 | 100 |
| | 0 | 0 | 0 | 0 | 0 | 0 |
| | 0 | 0 | 0 | 0 | 0 | 0 |
| City Total | 114,436 | 11,948 | 10,948 | 4,925 | 2,286 | 8,000 |
| Total | 118,336 | 13,298 | 12,998 | 4,940 | 2,286 | 8,100 |

Total Employment = 33,522
 Total Students = 8,100

Red Deer Transportation Study

115,000 (64 Year) Population and Employment

118,336 Population Used

| IMC Zones | Population | Retail Employment | Industrial Employment | Office Employment | Hospital Employment | College Students |
|-----------|------------|----------------------|--------------------------|----------------------|------------------------|---------------------|
| 1 | 0 | 0 | 363 | 0 | 0 | 0 |
| 2 | 0 | 0 | 413 | 0 | 0 | 0 |
| 3 | 0 | 0 | 203 | 0 | 0 | 0 |
| 4 | 800 | 50 | 0 | 0 | 0 | 0 |
| 5 | 0 | 50 | 353 | 0 | 0 | 0 |
| 6 | 0 | 0 | 489 | 0 | 0 | 0 |
| 7 | 0 | 0 | 228 | 0 | 0 | 0 |
| 8 | 500 | 13 | 0 | 0 | 0 | 0 |
| 9 | 1200 | 0 | 0 | 0 | 0 | 0 |
| 10 | 0 | 150 | 0 | 0 | 0 | 0 |
| 11 | 0 | 100 | 353 | 0 | 0 | 0 |
| 12 | 0 | 0 | 1239 | 0 | 0 | 0 |
| 13 | 0 | 0 | 250 | 0 | 0 | 0 |
| 14 | 0 | 0 | 281 | 0 | 0 | 0 |
| 15 | 1800 | 0 | 0 | 0 | 0 | 0 |
| 16 | 1800 | 0 | 0 | 0 | 0 | 0 |
| 17 | 800 | 0 | 0 | 0 | 0 | 0 |
| 18 | 737 | 0 | 0 | 0 | 0 | 0 |
| 19 | 982 | 0 | 0 | 0 | 0 | 0 |
| 20 | 150 | 80 | 0 | 0 | 0 | 0 |
| 21 | 0 | 0 | 753 | 0 | 0 | 0 |
| 22 | 986 | 0 | 0 | 0 | 0 | 0 |
| 23 | 0 | 0 | 337 | 0 | 0 | 0 |
| 24 | 0 | 0 | 967 | 0 | 0 | 0 |
| 25 | 450 | 0 | 0 | 0 | 0 | 0 |
| 26 | 900 | 23 | 0 | 0 | 0 | 0 |
| 27 | 1151 | 10 | 0 | 40 | 0 | 0 |
| 28 | 1151 | 169 | 0 | 0 | 0 | 0 |
| 29 | 625 | 40 | 0 | 0 | 0 | 0 |
| 30 | 1041 | 40 | 0 | 0 | 0 | 0 |
| 31 | 0 | 317 | 0 | 0 | 0 | 0 |
| 32 | 0 | 100 | 553 | 0 | 0 | 0 |
| 33 | 0 | 0 | 771 | 0 | 0 | 0 |
| 34 | 0 | 0 | 34 | 0 | 0 | 0 |
| 35 | 450 | 0 | 150 | 0 | 0 | 0 |
| 36 | 920 | 0 | 0 | 0 | 0 | 0 |
| 37 | 0 | 90 | 530 | 0 | 0 | 0 |
| 38 | 0 | 23 | 360 | 0 | 0 | 0 |
| 39 | 0 | 23 | 273 | 0 | 0 | 0 |
| 40 | 690 | 0 | 0 | 0 | 0 | 0 |
| 41 | 625 | 0 | 0 | 25 | 0 | 0 |
| 42 | 625 | 40 | 0 | 0 | 0 | 0 |
| 43 | 0 | 300 | 100 | 0 | 0 | 0 |
| 44 | 1200 | 70 | 0 | 0 | 0 | 0 |
| 45 | 690 | 5 | 0 | 0 | 0 | 0 |
| 46 | 0 | 107 | 0 | 0 | 0 | 0 |
| 47 | 625 | 40 | 0 | 0 | 0 | 0 |

Red Deer Transportation Study

115,000 (64 Year) Population and Employment

118,336 Population Used

| IMC Zones | Population | Retail Employment | Industrial Employment | Office Employment | Hospital Employment | College Students |
|-----------|------------|----------------------|--------------------------|----------------------|------------------------|---------------------|
| 48 | 0 | 260 | 0 | 0 | 0 | 0 |
| 49 | 625 | 40 | 0 | 0 | 0 | 0 |
| 50 | 700 | 47 | 0 | 0 | 0 | 0 |
| 51 | 100 | 891 | 0 | 0 | 0 | 0 |
| 52 | 0 | 0 | 302 | 0 | 0 | 0 |
| 53 | 0 | 0 | 202 | 0 | 0 | 0 |
| 54 | 1900 | 48 | 100 | 0 | 0 | 0 |
| 55 | 600 | 15 | 185 | 0 | 0 | 0 |
| 56 | 300 | 0 | 0 | 120 | 0 | 0 |
| 57 | 1201 | 0 | 0 | 0 | 0 | 0 |
| 58 | 300 | 166 | 0 | 0 | 0 | 0 |
| 59 | 334 | 29 | 0 | 0 | 0 | 0 |
| 60 | 1001 | 0 | 0 | 0 | 0 | 0 |
| 61 | 334 | 29 | 0 | 0 | 0 | 0 |
| 62 | 800 | 106 | 0 | 0 | 0 | 0 |
| 63 | 700 | 46 | 0 | 0 | 0 | 0 |
| 64 | 501 | 38 | 0 | 0 | 0 | 0 |
| 65 | 1022 | 25 | 76 | 0 | 0 | 0 |
| 66 | 682 | 101 | 51 | 0 | 0 | 0 |
| 67 | 167 | 0 | 0 | 0 | 0 | 0 |
| 68 | 1169 | 57 | 0 | 0 | 0 | 0 |
| 69 | 835 | 38 | 0 | 0 | 0 | 0 |
| 70 | 374 | 0 | 0 | 0 | 0 | 0 |
| 71 | 1002 | 0 | 0 | 40 | 0 | 0 |
| 72 | 500 | 55 | 0 | 0 | 0 | 0 |
| 73 | 374 | 75 | 0 | 0 | 0 | 0 |
| 74 | 372 | 209 | 0 | 0 | 0 | 0 |
| 75 | 186 | 0 | 3 | 0 | 0 | 0 |
| 76 | 0 | 52 | 0 | 0 | 0 | 0 |
| 77 | 167 | 85 | 0 | 200 | 0 | 0 |
| 78 | 93 | 52 | 0 | 0 | 0 | 0 |
| 79 | 167 | 0 | 0 | 0 | 1172 | 0 |
| 80 | 167 | 57 | 0 | 57 | 0 | 0 |
| 81 | 1100 | 0 | 29 | 0 | 0 | 0 |
| 82 | 2327 | 175 | 0 | 0 | 0 | 0 |
| 83 | 745 | 0 | 0 | 111 | 0 | 0 |
| 84 | 1167 | 295 | 0 | 0 | 0 | 0 |
| 85 | 463 | 132 | 0 | 0 | 0 | 0 |
| 86 | 463 | 113 | 0 | 0 | 0 | 0 |
| 87 | 200 | 4 | 0 | 350 | 0 | 8000 |
| 88 | 0 | 180 | 0 | 0 | 0 | 0 |
| 89 | 154 | 132 | 0 | 0 | 0 | 0 |
| 90 | 0 | 268 | 0 | 0 | 0 | 0 |
| 91 | 463 | 67 | 0 | 100 | 0 | 0 |
| 92 | 200 | 100 | 500 | 0 | 0 | 0 |
| 93 | 0 | 180 | 0 | 0 | 0 | 0 |
| 94 | 0 | 746 | 0 | 0 | 0 | 0 |

Red Deer Transportation Study

115,000 (64 Year) Population and Employment

118,336 Population Used

| IMC Zones | Population | Retail Employment | Industrial Employment | Office Employment | Hospital Employment | College Students |
|-----------|------------|----------------------|--------------------------|----------------------|------------------------|---------------------|
| 95 | 732 | 94 | 0 | 0 | 0 | 0 |
| 96 | 0 | 500 | 500 | 0 | 0 | 0 |
| 97 | 732 | 94 | 0 | 0 | 0 | 0 |
| 98 | 627 | 80 | 0 | 0 | 0 | 0 |
| 99 | 20 | 20 | 0 | 0 | 0 | 0 |
| 100 | 1200 | 0 | 0 | 0 | 0 | 0 |
| 101 | 3600 | 0 | 0 | 0 | 0 | 0 |
| 102 | 0 | 0 | 0 | 0 | 1114 | 0 |
| 103 | 1200 | 20 | 0 | 30 | 0 | 0 |
| 104 | 800 | 0 | 0 | 0 | 0 | 0 |
| 105 | 317 | 15 | 0 | 0 | 0 | 0 |
| 106 | 889 | 0 | 0 | 0 | 0 | 0 |
| 107 | 1041 | 6 | 0 | 0 | 0 | 0 |
| 108 | 520 | 3 | 0 | 0 | 0 | 0 |
| 109 | 1141 | 6 | 0 | 0 | 0 | 0 |
| 110 | 361 | 0 | 0 | 9 | 0 | 0 |
| 111 | 670 | 34 | 0 | 14 | 0 | 0 |
| 112 | 799 | 34 | 0 | 67 | 0 | 0 |
| 113 | 976 | 34 | 0 | 0 | 0 | 0 |
| 114 | 1197 | 70 | 0 | 0 | 0 | 0 |
| 115 | 599 | 0 | 0 | 0 | 0 | 0 |
| 116 | 599 | 0 | 0 | 0 | 0 | 0 |
| 117 | 493 | 0 | 0 | 0 | 0 | 0 |
| 118 | 657 | 0 | 0 | 52 | 0 | 0 |
| 119 | 493 | 78 | 0 | 0 | 0 | 0 |
| 120 | 886 | 53 | 0 | 123 | 0 | 0 |
| 121 | 590 | 0 | 0 | 0 | 0 | 0 |
| 122 | 736 | 8 | 0 | 0 | 0 | 0 |
| 123 | 736 | 8 | 0 | 0 | 0 | 0 |
| 124 | 631 | 7 | 0 | 0 | 0 | 0 |
| 125 | 647 | 0 | 0 | 0 | 0 | 0 |
| 126 | 485 | 19 | 0 | 43 | 0 | 0 |
| 127 | 485 | 0 | 0 | 0 | 0 | 0 |
| 128 | 413 | 8 | 0 | 0 | 0 | 0 |
| 129 | 413 | 8 | 0 | 25 | 0 | 0 |
| 130 | 413 | 8 | 0 | 0 | 0 | 0 |
| 131 | 413 | 8 | 0 | 0 | 0 | 0 |
| 132 | 571 | 11 | 0 | 0 | 0 | 0 |
| 133 | 641 | 0 | 0 | 0 | 0 | 0 |
| 134 | 600 | 0 | 0 | 0 | 0 | 0 |
| 135 | 450 | 0 | 0 | 0 | 0 | 0 |
| 136 | 450 | 0 | 0 | 0 | 0 | 0 |
| 137 | 900 | 0 | 0 | 0 | 0 | 0 |
| 138 | 1200 | 0 | 0 | 0 | 0 | 0 |
| 139 | 605 | 0 | 0 | 0 | 0 | 0 |
| 140 | 701 | 2 | 0 | 0 | 0 | 0 |
| 141 | 180 | 0 | 0 | 0 | 0 | 0 |

Red Deer Transportation Study

115,000 (64 Year) Population and Employment

118,336 Population Used

| IMC Zones | Population | Retail Employment | Industrial Employment | Office Employment | Hospital Employment | College Students |
|-----------|------------|----------------------|--------------------------|----------------------|------------------------|---------------------|
| 142 | 540 | 0 | 0 | 0 | 0 | 0 |
| 143 | 540 | 0 | 0 | 0 | 0 | 0 |
| 144 | 1000 | 0 | 0 | 0 | 0 | 0 |
| 145 | 300 | 0 | 0 | 0 | 0 | 0 |
| 146 | 500 | 0 | 0 | 0 | 0 | 0 |
| 147 | 300 | 0 | 0 | 0 | 0 | 0 |
| 148 | 1050 | 0 | 0 | 0 | 0 | 0 |
| 149 | 450 | 0 | 0 | 30 | 0 | 0 |
| 150 | 850 | 0 | 0 | 25 | 0 | 0 |
| 151 | 450 | 0 | 0 | 0 | 0 | 0 |
| 152 | 500 | 0 | 0 | 0 | 0 | 0 |
| 153 | 0 | 180 | 0 | 0 | 0 | 0 |
| 154 | 1 | 0 | 0 | 0 | 0 | 0 |
| 155 | 0 | 0 | 0 | 0 | 0 | 0 |
| 156 | 0 | 0 | 0 | 0 | 0 | 0 |
| 157 | 700 | 0 | 0 | 0 | 0 | 0 |
| 158 | 2300 | 0 | 0 | 0 | 0 | 0 |
| 159 | 1100 | 0 | 0 | 0 | 0 | 0 |
| 160 | 425 | 0 | 0 | 0 | 0 | 0 |
| 161 | 711 | 0 | 0 | 0 | 0 | 0 |
| 162 | 1100 | 0 | 0 | 25 | 0 | 0 |
| 163 | 700 | 0 | 0 | 0 | 0 | 0 |
| 164 | 494 | 0 | 0 | 0 | 0 | 0 |
| 165 | 593 | 0 | 0 | 0 | 0 | 0 |
| 166 | 494 | 0 | 0 | 0 | 0 | 0 |
| 167 | 695 | 10 | 0 | 0 | 0 | 0 |
| 168 | 630 | 0 | 0 | 0 | 0 | 0 |
| 169 | 1040 | 30 | 0 | 0 | 0 | 0 |
| 170 | 544 | 0 | 0 | 0 | 0 | 0 |
| 171 | 408 | 45 | 0 | 0 | 0 | 0 |
| 172 | 440 | 0 | 0 | 0 | 0 | 0 |
| 173 | 368 | 0 | 0 | 0 | 0 | 0 |
| 174 | 400 | 0 | 0 | 0 | 0 | 0 |
| 175 | 700 | 0 | 0 | 0 | 0 | 0 |
| 176 | 700 | 0 | 0 | 0 | 0 | 0 |
| 177 | 474 | 0 | 0 | 0 | 0 | 0 |
| 178 | 664 | 0 | 0 | 25 | 0 | 0 |
| 179 | 379 | 168 | 0 | 0 | 0 | 0 |
| 180 | 379 | 0 | 0 | 0 | 0 | 0 |
| 181 | 700 | 0 | 0 | 0 | 0 | 0 |
| 182 | 400 | 0 | 0 | 20 | 0 | 0 |
| 183 | 700 | 0 | 0 | 0 | 0 | 0 |
| 184 | 805 | 0 | 0 | 300 | 0 | 0 |
| 185 | 501 | 0 | 0 | 0 | 0 | 0 |
| 186 | 300 | 0 | 0 | 0 | 0 | 0 |
| 187 | 400 | 0 | 0 | 20 | 0 | 0 |
| 188 | 580 | 15 | 0 | 0 | 0 | 0 |

Red Deer Transportation Study

115,000 (64 Year) Population and Employment

118,336 Population Used

| IMC Zones | Population | Retail Employment | Industrial Employment | Office Employment | Hospital Employment | College Students |
|-----------|------------|----------------------|--------------------------|----------------------|------------------------|---------------------|
| 236 | 0 | 0 | 600 | 0 | 0 | 0 |
| 237 | 0 | 0 | 0 | 0 | 0 | 0 |
| 238 | 0 | 0 | 250 | 0 | 0 | 0 |
| 239 | 0 | 500 | 250 | 0 | 0 | 0 |
| 240 | 0 | 230 | 0 | 0 | 0 | 0 |
| 241 | 0 | 140 | 0 | 0 | 0 | 0 |
| 242 | 0 | 0 | 200 | 0 | 0 | 0 |
| 243 | 0 | 0 | 50 | 0 | 0 | 0 |
| 244 | 800 | 0 | 0 | 0 | 0 | 0 |
| 245 | 800 | 0 | 0 | 0 | 0 | 0 |
| 246 | 0 | 0 | 300 | 0 | 0 | 0 |
| 247 | 0 | 250 | 400 | 0 | 0 | 0 |
| 248 | 0 | 0 | 0 | 0 | 0 | 0 |
| 249 | 0 | 0 | 0 | 0 | 0 | 0 |
| 250 | 0 | 0 | 0 | 0 | 0 | 0 |

| | | | | | | |
|-------|---------|--------|--------|-------|-------|-------|
| Total | 118,336 | 13,298 | 12,998 | 4,940 | 2,286 | 8,100 |
|-------|---------|--------|--------|-------|-------|-------|

Total Employment = 33,522 (NOT including College Staff)

Total Students = 8,100

- LEAVE THE PARK ALONE AND ADD TO IT.
- I am adamantly opposed to extending MB Drive. Do not build Molly Banister Drive across the creek and park. Leave the park alone. Build Ring Roads. I want as much parkland as possible preserved. We have a beautiful green park system full of natural areas and wildlife. We should be adding more natural areas not paving those we have. We should be building/adding wildlife corridors to connect Waskasoo to natural areas on edge of City and provide natural areas that are easily accessible on foot to residents in all neighbourhoods in the city.
- I think many citizens value the integrity of our park system and are willing to put up and live with the small inconvenience this will cause travellers. I am concerned that pieces of park have been taken or changed and I wonder what will the park system be like 50 and 100 years from now. We have to be very diligent to preserve this for future generations and this means that plans like this, in my opinion, do not provide more for the citizens and the beauty of the park system. - Bob Johnston.
- I definitely support a thoroughfare to 40th. I go from Bower to 32nd many times a week and consider it a total waste of time not being able to go a more direct route from Bower to the east side of town. - Carolyn Wallis
- Disagree with proposal to extend Drive east.
 - Disruptive to flow of life (human and otherwise) through creek valley.
 - Parklands too valuable to lose. Reasonable buffers need to be established and adhered to on east side of creek.
 - Encourage use of Delburne Road or upgrade - traffic control.
 - Encourage use of Taylor Drive for through traffic. i.e. cut off south exit of Hwy 2 directly to Gaetz.
 - Life is too short to always be in a hurry to get somewhere.
 - Don't forget Springfield has a school at north end.
- This is a senseless proposition. why not join 30th Street to Delburne Road instead. - Gwen Leoughlow
- Traffic congestion on major thoroughfares could be greatly alleviated if our "million" dollar computer could synchronize the traffic lights. I travel downtown every day and find the lights are the problem for traffic delays - Marilyn Blair
- We do not want or require a road through Waskasoo park.
- We are a young family living in Bower. When we purchased our home in this area we were thrilled by the easy access to the biking and hiking trails. We use these beautiful trails regularly and enjoy raising our children with the "great outdoors right down the street". In

the hustle and bustle of today's society, it is so nice to have a wonderful trail system to relax and enjoy life. The section of trail you propose to destroy is the quietest, most beautiful and peaceful area of the trails. It is home to deer, fox, coyotes, as well as other small animals and birds. Please consider widening Delburne Road and integrating it into the Taylor Drive road system instead. Thank you for your time and consideration.

- I like biking on the trails with my dad. We've seen many wild animals and birds. It's lots of fun biking in the beautiful forest and seeing these creatures. I also walk my dog on the trails. If a road goes through the trails, the wildlife will move, the peaceful environment ruined, and the safety my dog feels destroyed. Please reconsider extending this road. Please try to find an alternative.
- So fortunate to have green belt in centre of city. Why disturb? No to the crossing. - Bill Wyten
- Regarding Molly Banister Drive extension, since you have run out of feedback forms, it is clear that the turnout tonight exceeded your expectations. That should be a message to the City of Red Deer that the opposition to this proposal is growing. A much more concerted effort must be made to find alternatives to the movement of traffic east to west. These alternatives include public transportation, cycle trails, the upgrading of Delburne Road and the improvement of traffic flow on 32 Street. This does not include widening 32 Street which Brian Jeffers has repeatedly suggested. That would impact the trails and crest in Bower woods to the same extent as Molly Banister. We need to have accurate estimates of cost of the various alternatives at the next public meeting.
 - As shown, the proposed road comes from nowhere and goes nowhere. My feat is that the next step is to extend the Molly Banister west through the college natural area to the #2 Highway. This would be fought with all my energy. Too much time has gone into preserving that priceless College resource.
 - As a member of the Park, Recreation and Culture Board which should be concerned about the dismemberment of one of its natural areas, you can be assured that this will be brought up. I am also curious as to the involvement of the Environmental Advisory Committee in this area. We need to end this proposal once and for all and place a moratorium on any further development of our park system - 343-2937
- I strongly suggest to Council that public transportation needs a whole new consideration. We pour a great deal of money into indirect subsidies to encourage private automobile use. This increases traffic, fouls our atmosphere and spoils our parks.
 - Divert road money to increasing service and reducing prices. You have to make public transportation so cheap that people can't afford not to take it.
- The one thing visitors remember about Red Deer is the park system. Our City is very unique in that sense, and we should take every measure to preserve that uniqueness! Major cities have their "people mover" roads around the perimeter of the city. Delburne Road should be twinned to 30th Avenue. From there, R.D. would basically have their "perimeter road".

- Barrett Drive east is a speedway and I am concerned that once Molly Banister actually goes somewhere else than the mall, it will even be more of a speedway. Regardless of whether the road (Molly Banister) is extended or not, traffic needs to be slowed on Barrett Drive east before someone's child's life is endangered or lost. We've already had a car lose control and run into our neighbour's house. I would, at the very least, like to see regular RCMP patrolling in that location. Ideally, I would like to see a 3-way stop at the intersection of Barrett east and Boyce Street.
- Tonight is the first time I have seen the dotted line indicating an extension of Springfield to the South (in Sunnybrook). As it is indicated on the map, I am VIOLENTLY opposed to it. It will become a high speed thoroughway. There is an elementary school fronting on Springfield and the children already take their lives in their hands to cross it even with the school zone and pedestrian crosswalk. **Please** reconsider this road extension.
- Parks should not be violated. Consider the animals first, consider other modes of transport: bikes, walking, buses. Be creative - look to the 21st Century and de-emphasize the automobile. If Bower Park can be cut up by a road is any other park safe. A freeway along the whole river perhaps. You have touched a nerve, a very sensitive issue; what is the essence of Red Deer: Green space, parks.
- The only main purpose I can see for extending M. B. D. is quicker access to Bower Place Mall and other shopping close by. These needs can be served by widening existing roads and saving the wooded area in question.
 - Are you acting on the words of an ex-councillor who complained that it took too long to drive to the mall from the east side of town? It was a ridiculing, selfish remark on his part, but I'm afraid that his thinking is motivating parts of this plan. What a short-sighted plan!
 - People in Bower, Sunnybrook and even Anders are very vocal in their opposition to this road. Please keep this in mind while preparing your report.
 - We are on this earth for such a short time; let us leave the parkland intact for future generations.
- Please find an alternative route from Molly Banister Drive and not travel Pipe Creek. Widen Delburne Road and use as main access.
- Concerns: Environmental concerns for park area. Want to continue to enjoy wildlife.
 - Increase traffic on Barrett Drive. Our lot on Barrett cost an extra \$8,000 to \$10,000 17 years ago. This will devalue our property when traffic is cutting through. You will have another "Pines" problem on your hands (traffic cutting through from mall). Will you solve it with ugly barricades?
 - Options: Widen 30th Avenue. Continue to improve 32nd Street.

- As taxpayers directly affected by this proposal, we strongly oppose it. - Marilyn Blair - 343-1036
- Upgrade 30 Avenue and 40 Avenue to feed 32 Street and Delburne Road.
 - Widen Delburne Road to 4 lanes or more.
 - Widen 32 Street and build a 4 lane bridge over the ravine at 32 Street.
 - Improve public transit system.
 - Develop safe bicycle lanes on City streets.
- I can not see why a road paralleling a through road (32nd) 4 blocks away, cutting away the trees, ruining the environment trails and natural beauty is necessary to save 5 minutes or accommodate future growth is even considered. If cross road must be made, at least divide in half or there about between 19th and 32nd. The best alternative is widen 30th. Leave some natural beauty for the generations to come and to protect the wildlife that has managed to survive the destruction of their habitat already.
- Preserve the park area - environment. Think widening other routes, eg. Delburne Road. Horizon Village should not have a public thoroughfare through it. Plan alternative routes for the east development.
- We do not want any more land taken from the park. We also feel two main thoroughfare so close, 23 St. & Molly Banister, is poor planning. We want you to listen to the people - do not take anymore land from the park system.
- No road through park on Molly Banister Drive. Have a meeting every two years and get reactions, don't just put it through. I love the paths and wildlife. - Twin Delburne Road. Will you please listen to the people.
- My family is strongly opposed to the Molly Banister extension. We don't see the need for residents to have such direct access to commercial sectors. An extra 10 min. to Delburne Road is a small sacrifice to retain the beauty of the creek valley. This is something that can never be regained once it is taken. Develop an existing thoroughfare, i.e. Delburne Road.
- Widen the Delburne Road, 40th, 30th Avenues.
- We are against extension of this road as it would further fracture the park system. This area is of great importance to senior citizens. It allows them a walking path free of the danger of traffic. It also provides shelter for many deer. - Roy Froese (340-2919) and Betty Froese (342-6642).
- I object to this extension of Molly Banister Drive. I think we have to consider the wildlife in the park and this action would definitely not enhance their habitat in our city. It's wonderful that we can enjoy this wildlife, as well as the trails which would also be dissected!

- Please enlarge the Delburne Road and 40th Avenues to accommodate future traffic!
What part of NO don't you understand.
- Totally against such interference with nature for the sake of faster transportation. Delburne Road seems a more practical solution to heavier traffic in the future. We are concerned that this issue remain in the public eye.
- We don't like the extension. Take the Delburne Road and save the parkland for future generations of people and animals.
- East side residents use 30 Avenue to travel north or 19 Street to travel west. There is no need for them to use Gaetz or Taylor Drive to go north.
- Why not a service road down to meet up with the coal road by continuing the road now going along the park area, rather than take more of that particular area for road. This area would not have to go out to Gaetz thus illuminating some of the traffic on Gaetz.
- Forget the extension! Look at making Delburne (19th Street) 4 lanes and widen 40th to 4 lanes and widen 30th.
- I oppose this extension:
 - This road would not service much: first, it closes parkland and second - no service is required for Bower Farm.
 - Secondly, it crosses an environmentally sensitive park area, not only Piper Creek, but it would parallel Hansons Run - a creek on the southside of Sunnybrook subdivision.
 - It would be more practical to widen Delburne Road to 6 lanes and service the SE development area by this main thoroughfare. It would service the new development and new schools in the SE.
 - Also it would be cheaper because no raised bridge would be required or expropriation of Bower Property.
 - Noise pollution in Sunnybrook
- I don't believe there is a need! Delburne Road, as well as 30th and 40th Avenues up to Delburne Road should be upgraded now (to 4 lanes, if need be) to handle future east-west concerns.
 - It would put additional fast traffic on Barrett Drive and other streets, which is already a bad situation. These are residential streets, that would be used as short cuts i.e. from the extended Molly Banister to the London Drugs area.
 - I don't like this severe interruption to the park system. We need to choose between the almighty car and the citizen (and the animals in the park) Maybe the almighty car should not come out on top for once.

- My husband I walk through the park area where this road would go. We do not want a road there even! It is not needed. The impact on the environment is a problem. We want the park left as it is. - Joan Nelson
- Putting a road through a parkland area will ruin wildlife - environmental impact
 - Putting a high amount of traffic through residential areas is ludicrous. Parkland on one side houses on other.
 - Why not upgrade and use the Delburne Road instead extending this east-west Molly Banister 5 blocks from another east-west 4 lane road.
 - Barrett Drive will gain a great deal of traffic - many pedestrians, especially children.
- Convert 19 Street from Gaetz Avenue to City limit east to 4 lanes with exit and entrance lane at western, 40 Avenue, 30 Avenue.
- Do not proceed with extension of Molly Banister Drive. Upgrade Delburne to 4 lane.
- Expand Delburne Road instead. Avoid the Park entirely Extend Barrett Drive from Molly Banister Dr to Delburne Road (19 Street). The Parks wildlife need to be saved for my children and grandchildren - it is their BIRTHRIGHT!
- Before consideration is given to a road that has no need because there is no development there yet, maybe consideration should be given to widening 40 Avenue to Delburne Road and also widening the Delburne Road itself to facilitate traffic on decisions (such as the Westerner and the Centrum) that has already been made and where roadways seem inadequate now. These improvements could then (maybe) facilitate some future “needs” that may arise when more housing on the Bower lands “might” happen. running roadways north and south between these 2 roads could then help traffic.
 - Is the reason for this road actually to help traffic from the east to get to the city center, or just to get to the Bower Mall?
- Can there be more notice on the next meetings please.
- Could there be cost comparisons presented on other alternatives at the next meeting please. This information meeting seemed pretty dismal on information presented.
- Instead of letting Bower Mall expand (when they can’t even fill all the space they have) why not limit them which I think a study would show would limit the traffic.
- With movement of development to the south such as Costco, would a new “Roadway Study” still show the need for the Molly Banister roadway. - Mark Water
- Leave Kin Canyon as is. It is needed for family use and animals, birds, etc. Upgrade Delburne Road or 32nd Street.

- This is Parkland! Its important to keep the park intact. Please do not run a road across the park at the end of Molly Banister Drive. I would like to see this idea buried! and the dotted line taken off the map! We can all drive around the Delburne Road which could be enlarged.
- We do not need a road through parkland. Find another way to get people to the mall, extend and widen Delburne Road instead. I live in Bower and would like to see more animals not more cars!!
- Roads as this are not sustainable. They are also contrary to intent of Env. Act Plan. No road, ever, but alternatives such as public transportation, car pooling, limiting development to the east, etc. - Rich Moore.
- The traffic in Bower, especially Barrett, is already too much, too dangerous. This would increase the problem! Environmental issues - this ext. would ruin the trail and park it would go through.
- Gaetz may have to be widened at Bower Mall, as Parkland Mall was, but there is no need for this Molly Banister. Use 19th Street a better entrance to the Centrum widen 19th to 4 or 5 lanes with turning. 40th and 30th can be widened. Roads from the new subdivisions can enter 19th from the south. Add traffic lights from the subdivisions.
 - This Molly Banister rips right through Waskasoo Park, rips right through Saw-What owl habitat, fox habitat. Would destroy a beautiful wetland - frogs, amphibians, deer, moose and used by science classes at G.W. Smith, not to mention hundreds of children who use it for a special place. Under the spruce trees in this area is a 1 metre carpet of moss and needles. It is extraordinary in here and this Molly Banister would destroy it, especially the peaceful, quiet of the place. This should be removed once and for all from maps. Does it matter if we add 5 minutes to a persons drive to the corridor (major continuous) or the Mall.
 - Take the millions Molly would cost, build more bike paths, put the money in public transportation, add resistance to driving cars, don't encourage it.
- I oppose extending this road through the natural area along Pipe Creek. Increase the capacity of the Delburne Road to accommodate traffic.
 - This meeting was very poorly advertised, very poorly yet amazingly well attended. It seems like the City is trying to sneak this through (??) and perhaps isn't really interested in Public Input - just going through the motions?? - Brian Stackhouse
- I am all for the extension of Molly Banister Ext. From what I can see with the group of people at this meeting, the large majority of people here are seniors. I have a family of school age children all going to school in the east end and eventually to the high school. I make the trip down 32 Street probably eight to ten times a week. The Molly Banister Ext. may not be needed right now, but in three or four years as the City expands in the east, we certainly are going to need it. I think the people here were a small specific group of Bower residents and I think there has to be more publicity about the meetings. I don't know anyone in Bower in my situation that doesn't want it expanded.

- I do not believe the extension of M.B. Drive through the ravine (as on plan submitted) is the only way traffic can be directed efficiently. I do believe we have just been through an extensive exercise of public meetings re: Community Services Division and what the future holds for Red Deer. A vow to maintain "quality of life", "respect parkland" etc. was foremost in the document, yet very soon the disturbance is being created again.
- Opposed to Molly Banister Drive - Phyllis Jerram, 346-6467.
- Not in favour of the extension. The nicest park area in town will be destroyed. Did not feel the public meeting was given adequate advertising. - Mrs. Trudy Colberg, 346-5979.
- Does not like the extension of Springfield Avenue southward across Selkirk Blvd. as collector street for future residential development concern about increased traffic on Springfield Avenue
 - People are not conscious that Molly Banister Drive extension is not connecting to 30 Avenue as a through road. Therefore, it is not likely to be as major a through road as Delburne or 32 Street. They have an impression that Molly Banister extension will be as busy as 32 Street or Delburne Road.
 - People do not have an appreciation that all the proposed collector st. and arterial road shown on the drawing are intended for population level 115,000 ±.
 - Some residents want Bower Mall to develop pedestrian walkway along the east side of their entrance south of Bremner Avenue.
 - People do not want the bike trail to be broken up by vehicle roadways (that is, bikes need to cross traffic intersections). They want the bike trail along Piper Creek to remain continuous and uninterrupted by vehicular traffic intersections.

lrv/n:\e4\reddeer\40185-1\docs\1996\memos\mollcomm.doc

**GLENDAL/NORMANDEAU SHORT-CUTTING
PROBLEM**

OPEN HOUSE COMMENTS

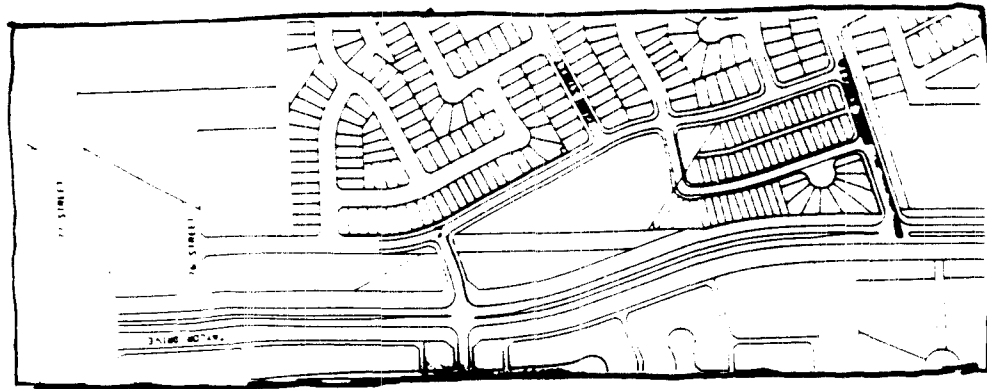
DATE: 25 June 1996

REFERENCE: **GLENDAL/NORMANDEAU
SHORT-CUTTING PROBLEM
FILE: E40185-1**

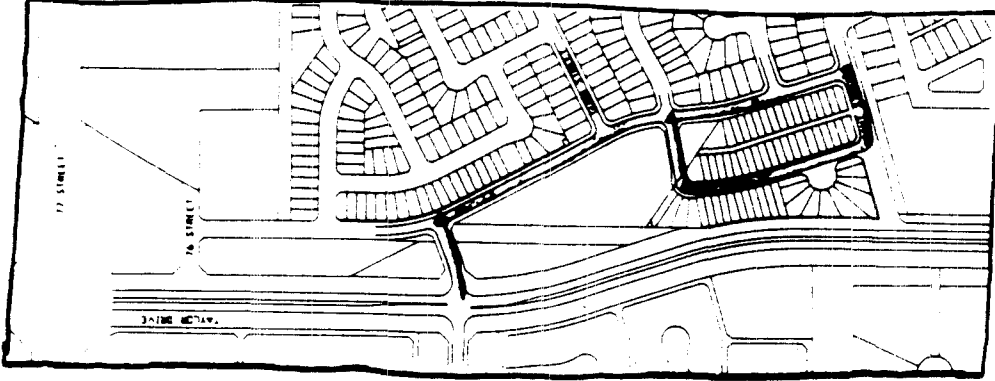
The following are comments received from the Open House on 25 June 1996.

- I liked 2 or 4. I feel with #4 that area would be an excellent spot for a park. I like #2 because emergency vehicles can still access us.
- I would like to see Grant Street Closed! Option #3 or #4 would be satisfactory. Concerns are: Safety - too much traffic, children's safety, big trucks, the speed of traffic. A park would be great for our kids with Grant Street closed.
- Install a sign on Taylor just before Grant so that truckers realize the truck route is still north and not east on Grant. Also put a sign on the west end of Grant saying "Local Traffic Only". then paint a yellow line down the centre of Taylor from Grant northward so the road does not look like a country road. Of the proposed options I like #3 and #4 because it allows some easy entrance and still hinders those who think that Grant is an easy through street to Gaetz. Thanks for having this open house discussion time. I appreciate the opportunity to air my concerns.
- I feel plans 3 and 4 are probably the best solutions for the Grant Street problem. It is time that other streets got a little extra traffic. We have had it long enough. A park would be nice across the street from our house (104 Grant Street).

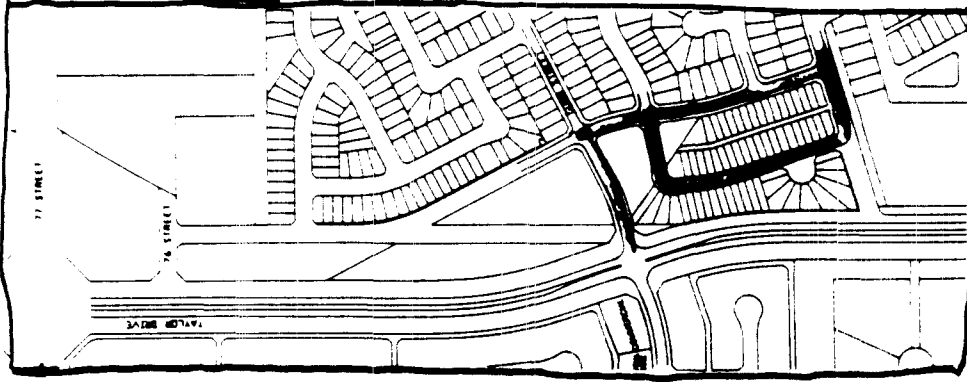
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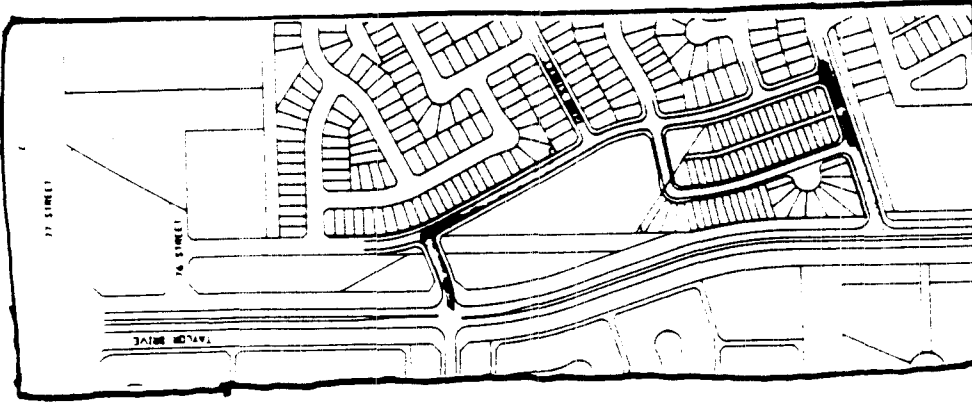
Option 5
Grant All directional
Intersection North



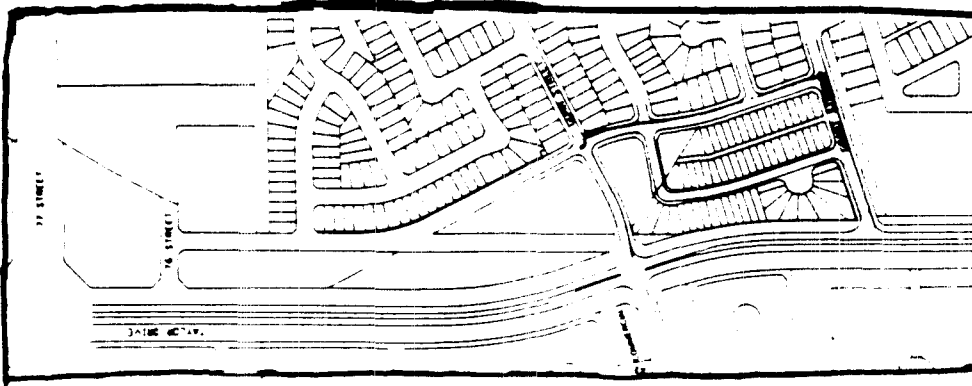
Option 4
Grant Closed
Intersection North



Option 3
Grant Closed
Intersection Aligns
With Gunn Street



Option 2
Grant Right in Rightout
Intersection North



Option 1
Grant Right in Rightout
Intersection Aligns
With Gunn Street

DATE: 27 June 1996

REFERENCE: **TRANSPORTATION STUDY**
FILE: E40185-1

1. Roadway Bottlenecks

Several locations have been identified. Are there others that should be considered?

- 67 Street and Gaetz Avenue.
- 67 and Gaetz when left turn is off.
- Delburne Road and 40 Avenue every time there is an event at Westerner. The Rebels do a great job of directing traffic after games, why not make it mandatory that all concerts, etc., have to do the same thing after their events.
- The proposed Molly Banister extension. What have you learned from Taylor Drive? Long road, few lights, ✓ traffic flow. Molly Banister - short road, many lights ✗ flow.

2. Downtown Public Transit Transfer Terminal

The relocation of the Transit Terminal will be primarily based on roadway capacity considerations. Are there other issues that should be considered in deciding when to move it?

- Must be relocated. Sportsworld parking lot best option.
- Safety.
- Should be done ASAP!
- Danger to users at present location at rush hours (i.e. school times).
- No. Move it now!!
- Ease of transferring buses - arriving from Red Deer College/Westpark to transfer to Bower Mall. Run like stink so you don't get left behind (particular seniors). Icy conditions.
- The aim should be to develop an "attractive" transit system - eg. express buses downtown. We did have, for a very short time; somewhere around the 70's.

- Consideration for user groups. Effective transportation of users should be primary consideration. i.e. would north-south, east-west travel be enhanced? If no, what also needs to be considered?

3. Northlands Drive and 77 Street

The timing of this connection will be considered as part of the study. Are there other alignment options that should be considered other than the one shown?

- That's the only one.
- No opinion.
- Twinning 67 Street and 77 Street through existing industrial area and Taylor Drive (63rd?).

4. Upgrading 67 Street

The timing of upgrading this roadway will be considered as part of the study. Would a truck climbing lane be enough if Northlands Drive is also constructed across the river valley?

- As long as it doesn't interfere with existing parkland.
- If they are both done at the same time.
- Yes, plus the new bridge.
- Yes.
- Depending on zoning of area north to proposed Northlands. Truck land suggests industrial, perhaps Meewasen Valley Authority in Saskatoon should be consulted as this may not be the right question at all.

5. Access Issues to Taylor Drive

A series of issues have been identified with respect to access to the Taylor Drive corridor. The issues in the north deal primarily with access to/from residential areas. The issues in the south deal primarily with access to/from Red Deer College and from Highway 2. Are there other issues along Taylor Drive that need to be addressed?

- Lights need to be installed at the intersection with the road into the church and mobile home park. I understand this is a County issue, but expropriation will happen eventually.
- There are two times a day - about 1 ½ hours all told - 7 months of the year. What's the problem?
- Improve signage going from Highway 2 to Taylor Drive by way of 19 Street. I am in favour of building a ramp sooner.

- Right hand turn(s) just across river heading south. Reminiscent of Edmonton's 106 Street onto Whitemud and exit to Calgary Trail South. Many close calls as vehicles exchange lanes left and right.

6. Molly Banister Drive Extension

The need for and timing of this connection will be considered as part of the study. If adequate roadway capacity can not be provided on 32 Street or 19 Street (Delburne Road) what other options should be considered besides constructing Molly Banister Drive?

- We must be more creative than to just reduce this to "a few trees". This is beautiful park and every effort must be made to keep it intact. Delburne Road option is best. We can all drive all over town. It's not necessary to get to Bower in 7 ½ minutes. Walk your dog - watch the crazy woodpeckers, see the foxes and deer - don't act with haste!
- Leave it alone. DO NOT use parkland.
- Before building Molly Banister Extension consider widening 19th Street to at least 4 lanes. Widen 40th to 19th and widen 30th from 19th to 32 St.
- That is the only option and the sooner the better. I hope we don't need to have some major accidents or deaths on Delburne Road to force this option. We have known for years this will be done so let's do it.
- I am not in favour of extending Molly Banister Drive over the creek and through parkland.
- Do not agree with perceived need to go through Bower Moods. More practical to go existing roadway than through a natural area.
- Do not extend Molly Banister into parkland!
- Flow is already erratic on 32nd and I cannot see another small road assisting flow. A ring road system utilizing Hwy #2, Hwy 11A (going to 20th Ave), 20th Ave and Delburne Road (19th St) could assist flow. Delburne could be twinned along with 20th and 11A. Avoid waiting like Edmonton did with its ring system. Disruption to valley unnecessary and inappropriate.

7. Other Comments or Concerns

- 71St (Niven) traffic speed increased when light put in at Gaetz. We need something to reduce speed and prevent transport trucks from using Niven.
- I am concerned about the extension of Gunn Street. As a resident of Gunn Street, I am concerned with extra traffic on a street that is extremely icy in winter because of the slope.
- There is also a playground gone and a school zone at the east end of Gunn Street. No extra traffic is needed!

- I am concerned about the speed of traffic on Spruce Drive. This is my neighbourhood. I believe there is more to life than how fast can a vehicle get from one point to another.
- The problem with the downtown is that there is virtually no downtown.
- 71St/Niven needs stop signs to show traffic. Industrial traffic is using this street since installation of lights. This street is being used as a short cut to 67 Street.
- 71St/Niven Street traffic volume and excessive speed is a problem. Need to stop large trucks using it and slow the speed of other vehicles.
- Access going north from Highway 2 to Taylor Drive.
- Connect TV Hill Road to 55 Street going west only.
- Red Deer has few road accommodating speeds >60 km/h and many small roads with many lights making flow disrupted. Perhaps City Planners in Calgary, Saskatoon, Winnipeg, Ottawa and Toronto should be consulted to explore ring roads, freeways and ↗ flow options. Thank you for the opportunity to comment.

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**OPEN HOUSE QUESTIONNAIRE
SUMMARY OF RESPONSES**

DATE: 29 October 1996

REFERENCE: **TRANSPORTATION STUDY
FILE: E4-0185-1**

An Open House was held from 16:30 to 19:00 at Festival Hall. A total of 45 people signed in for the Open House with 26 returning questionnaires. Two of the questionnaires had letters attached to them. Approximately 30 people stayed for the consultants presentation at 19:00 and follow-up question period. A summary of the responses to the questionnaire is as follows:

1. Existing Roadway Bottlenecks and Concerns

Several locations have been identified. Have we missed any?

- Answer was typically "No" with the following comments:
- If Spruce Drive is widened then there will be a bottleneck at the bottom of the hill. How will this be solved?
- 32 Street and Spruce Drive - Right turning lanes from 32 Street onto Spruce drive would help.
- 32 Street and Springfield - Turning lanes into and out of Sunnybrook would ease congestion.
- Synchronize lights along 30 Avenue & Ross Street.
- You have too many. They're not there. Maybe Ross and 40 Avenue, at Red Deer College and Gaetz Avenue and 78 Street. Certainly not Taylor Drive.
- I live in Sunnybrook. We have no problems. I can get anywhere in 15 minutes at peak traffic periods. We have wonderful service. A lot of people think we are a small town, but we are not. Complaints are unreasonable. They should try Calgary or Edmonton.
- The concern I have is the bottleneck at the bottom of Spruce drive at the Lodge and Park. Spruce drive is already four lanes, just remove the parking lane.
- No. Its too bad people are in such a hurry.

- Make Ross Street four lanes (remove on-street parking) from downtown to 30 Avenue.

2. Short-Term (10 Years) Improvements

A number of improvements to existing problems are being recommended for implementation in the next 10 years. Do you think they will adequately address your concerns?

- Answer was typically “Yes” with the following comments:
- Why do we continue to see the only solution to moving people on roads through existing neighbourhoods in their own private vehicles. Why do we not see encouragement of pedestrian travel and usable transit?
- Yes, they appear to solve many problems, but until they are implemented, one cannot predict their outcome or usefulness.
- They neglect the very important issue of quality of life. More roads, higher speeds and more encroachment on green areas make our city a less attractive place to live, not a better one.
- What about right-hand turning lanes on 32 Street at Spruce Drive & Springfield Avenue. Also at 40 Avenue and 30 Avenue. This would speed up movement. Also close off minor entrances onto 32 Street from Sunnybrook and Mountainview. Ring Road at 20 Avenue & Delburne Road should be developed.
- The off-street bus transfer site is badly needed. The number of pedestrians at the present site makes it very dangerous situation, for children especially. I hope the proposed improvement can be accomplished quickly.
- Yes, but I wonder if it would be beneficial to add the Highway 2 access to Taylor Drive sooner, to take off some of the traffic on Gaetz Avenue.
- Red Deer is struggling to show any growth at all! Let’s get some growth and at least demonstrate a need at all.
- No, because your population projections are out of wack. With the major projects that have been announced we’ll reach double population point in 15 to 20 years instead of 50 years.
- Traffic should be funneled from Ross Street to the four lane 39th. Forget ruining Spruce Drive. Hooray for recommendation of accepting more congestion.
- More than adequate. What we need is more ring roads. People will use them if traffic is bad enough which it isn’t in Red Deer. Develop Delburne Road, 20 Ave, 30 Ave and 40 Ave

- I ask that great care be taken with the residents on Grant Street as a shortcutting street. Do widen Taylor Drive also I highly recommend putting the bridge in on 67 Street and 30 Avenue. Twinning from the east side of bridge to 30 Avenue only is absolutely terrible. I can already see a horrendous bottleneck at bridge causes terrible accidents. I already have seen problems on 67 Street at the Sears turnoff where the street goes down to one lane.

3. Timing of Improvements

IMC is recommending that some transportation network improvements be delayed due to their high cost and potential social/environmental impacts. This will result in more congestion on Gaetz Avenue around 67 Street and 32 Street east of Gaetz Avenue than motorists in Red Deer typically experience. Do you agree with this approach or would you rather see the improvements (Northlands Drive crossing of the river and widening of 32 Street) happen sooner?

- Typically "Agree" with the following comments:
- Northlands Drive is of lesser concern than doubling 30 Ave and 67 Street bridge. Getting better traffic in and out of Westerner.
- Would rather see some (Molly Banister extension) canceled completely, not delayed.
- There is no improvement involved in widening Spruce drive and then running into delays on 32 Street. What next on 32 Street?
- Delay as long as possible. Put in right turn lanes on 32 Street and close off secondary streets that open onto 32 Street.
- We all need to be more patient with a growing city. If we need to wait for lights, so what. Let's stop being in such a hurry.
- The amount of congestion is not severe. The improvements in question can certainly be delayed.
- 32 Street is not a problem. People in Anders tell me they can get to Bower Mall in 7 minutes.
- There is hardly any congestion or delays in Red Deer. We have other needs before more roads. God forbid if the almighty motorist has to wait for a red light.
- I would prefer to see these improvements, such as the four lane bridge on 67 Street, sooner.
- Agree. Possibly better synchronization and longer green lights would improve Gaetz Avenue traffic flow.

- I use 32 Street and know there is heavy congestion at times during the day, but think improvements could be delayed.
- I don't think they're necessary at this time.
- I agree with this approach.
- Widening 32 Street west of Spruce Drive will damage the ravine. What can be done to avoid filling in more of the ravine? Would a bridge be too costly?
- No, traffic congestion is not a problem in Red Deer. The projects should be delayed even more.
- Wait awhile.
- I agree with putting up with more congestion as long as we possibly can. People can afford to wait a minute or two at a set of lights.
- Agree with approach.
- The Northlands Drive crossing would certainly have a decided effect on traffic - all to the good as that northeastern area of Red Deer will be one of great expansion.
- I believe we need a better solution than moving individuals in their private vehicles.
- I support the delays. We need to be more creative and forward minded in terms of developing alternatives in transportation and the delays give us more time to think things through.

4. South Red Deer Road Network

IMC has determined that an additional transportation corridor between Gaetz Avenue and 40 Avenue to supplement 32 Street and Delburne Road may be required in the very long-term. Because of the impact of other recommended improvements in the transportation plan and possible variations in the rate of residential growth in south Red Deer, it is unlikely that the need for a transportation facility in this corridor can be confirmed for 20 to 30 years. Therefore, IMC is recommending that a right-of-way be protected for the corridor, but that the use of the corridor as a transportation facility be further debated only when the need for the facility truly becomes more apparent. Do you agree with this approach?

- Mixed response with the following comments:
- I agree with not making any short-term moves on this and I will never support extension of Molly Banister Drive through the old growth forest of Bower Woods.
- No. I would stress that the green area in Bower be preserved and that the corridor run adjacent to TransAlta power line, then run south to Delburne Road. Why can't this matter be settled now and not 20 to 30 years from now?

- Scrap - Totally Delete - Property right-of-way west of 40 Avenue. It is (and will be) vitally important to keep that parkland - especially when the area east of there becomes populated. There are other ways to deal with this connection.
- No! I don't trust you. First development minded City Council you get, you'll push it through. Just say NO - so SE Red Deer grows, the park (not the roads) will become ever more important.
- I would like to see the dotted line from Molly Banister through the Park removed. If the population does grow as you say we'll need parks.
- Molly Banister Extension would go through a pristine area and not be good for the park unless a wildlife overpass like is being put into Banff is included.
- Talk about linear concerns! If the right-of-way is Molly Banister Extension throw it out. Now! Protect rather than destroy. The need for parks for future generations will be in greater demand.
- I still feel that there should be no further crossing of the ravine. However, an extension of Boyce and an elevated (bridge) crossing directly east would perhaps be tolerable. Molly Banister Drive should not be extended east and no right-of-way east of Molly Banister should be protected. Under the power line makes more sense.
- No. Bower Woods from Waskasoo Park should be preserved for future generations. If you secure the right-of-way now shown through Waskasoo Park, development will occur around it and then there will be no choice. If an east-west road is ever needed it should run east to west next to the power line up to Bower Woods and then turn south to the newly expanded Delburne Road and not cross Bower Woods (Piper Creek). If the southeast quadrant develops the park in Bower Woods will be needed more than ever.
- No, absolutely not. Change Delburne to a four lane corridor with proper tie-ins and there is your long-term solution.
- Absolutely
- I hope this can be avoided.
- Yes, but I hope the road through the woods could be elevated.
- Yes. I agree with the delay, but I hope that the extension through the park never takes place.
- Prefer that Molly Banister extension east never be built and other alternatives only be debated.
- I'd rather see the extension of Molly Banister Drive be dropped altogether. However, the 20 to 30 year delay is better than having plans being developed now.

Transportation may change to a public system in that time and private cars may be too expensive for a majority of citizens.

- No - the option to extend Molly Banister Drive to 40 Avenue should be dropped entirely. Delburne Road is already there, make it four lanes as quickly as possible.
- Not if it means pushing Molly Banister Drive through Piper Creek park.
- No. This matter needs to be decided now rather than waste time, energy and money on it every 5 or 10 years. We need to guarantee that this piece of parkland will remain parkland forever. The people of Red Deer deserve this assurance. I want the park left for me, my children, my grandchildren, but most importantly for the wildlife living there. Everything from dragonflies to moose are an integral part of what makes Red Deer the wonderful city it is. We must preserve it.
- We believe that the corridor should not be used at any time. The widening of the Delburne Road should be paramount with a ring road a probability.
- I agree with this approach - up to a certain point - and this point is that the Molly Banister route never be extended through the green area of Kin Canyon, etc.

5. Other Comments or Concerns

- Do not widen Spruce Drive. (This comment was voiced several times after the presentation as well)
- The presentation was very interesting and informative and answered many questions not addressed before.
- Our concern is that money is being spent to respond to very few complaints and could be better used in other areas.
- Walk the bike trails between 32 Street and Boyce and picture four lanes of roadway there instead of trees and wildlife.
- Extension of Molly Banister Drive would spoil the environmental area and the quality of life and nature that would be detrimental to Red Deer.
- It's great to see Red Deer doing this kind of long-term planning.
- I would like to see plans to have Red Deer become bicycle friendly in the inner city and bicycle lanes where necessary from the residential areas.
- I have few concerns as I am ancient and do not drive much (others drive me). Red Deer is the best place in North America.
- As a Glendale resident I feel there is no need to block Taylor Drive to a right-in right-out intersection. It will only congest another area and cause need for improvement elsewhere. Leave as is!

- I believe this study to be an effort by an engineering firm to get a bunch of work in Red Deer. Let's talk again once we have 10,000 or 15,000 more people. Till then we've more time.
- I share the concern expressed at the meeting that there are pressures to extend Molly Banister soon. That should simply not happen.
- My concern was that the IMC representative indicates we leave the problem to the future residents. Well we are residents now and we are concerned for preservation of our beautiful parks for them which I know they will be appreciative for.
- The public should be made aware of the real costs around developing roads to accommodate 68,000. Program options should be created to defer these costs as long as possible with the resulting savings put into human development areas.
- The concern seems to be the minor inconvenience of a few over the long-term environmental effect that is irreversible.
- How long before we must fight Spruce drive extension through the park? Educate public about time/travel to save our park.

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COUNCIL MEETING OF DECEMBER 16, 1996

ATTACHMENT TO REPORT ON OPEN AGENDA

RE:

**Public Comments #1
Transportation Master Plan Update**



Ms Maxine O'Riordan
41 Springfield Ave
Red Deer AB T4N 0C8

41 Springfield Ave
Red Deer, Alberta
Sept. 26, 1996

Dear Mayor Surhan

I would like to commend Lowell Hodgson on his recently expressed view that more suburbs are expensive and harmful. I believe:

Centrally located housing should be actively pursued. Small tax credits for renovators in older areas?

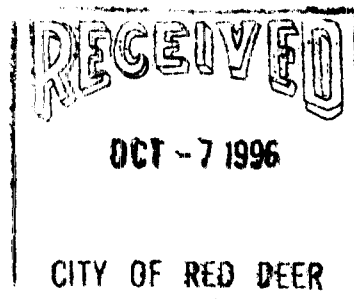
The Bay and Zellers should be forced to make a decision. Time limitations on empty deteriorating buildings needed.

Be flexible and encourage innovation in un-fun housing.

Balance narrow self-interest and biased perceptions against the good of the majority. E.g. Townhouses were voted down on the Y Site - I was looking for a central townhouse.

I strive to improve bus service.
The proposed extension of Molly
Bannister Drive is an example
of the demands of suburbia
which are detrimental to the
quality of life.

yours truly,
Maxine O'Riordan



Sept. 27, 1996

Mayor and City Council,
Red Deer, Alberta.

In regards to the proposed Molly Bannister Drive Extension through Waskasoo Park and Piper Creek, I wish to view my OBJECTIONS ; -

1/ Red Deer has beautiful natural areas - why destroy them just for the sake of automobiles .-No point in planting trees if you destroy the natural ones we now have. Wildlife of this area is HIGHLY VALUED-why disturb and destroy. It costs to build roads -why spend that kind of tax-payer money only to destroy the present. You already took away a valued natural area when putting in the huge UNused parking lot in Bower Place Mall and Barret Drive two years ago. Children and youth now spend no time there flying kites/playing ball/walking etc.

2/Residents of Horizon Village value their quality of life enough to have paid high prices for their homes and now pay high taxes.If the above proposed road goes through it would be very unsafe to even drive out on to Botterill Crescent with all the speeders zipping around those corners to omit the traffic lights at the corner of Sim's Furniture & Molly Bannister Drive.

If you take away our quality of life --Natural area/increased traffic/noise/danger on Botterill Cr./cross walks/etc ,will you also cancel our taxes ?

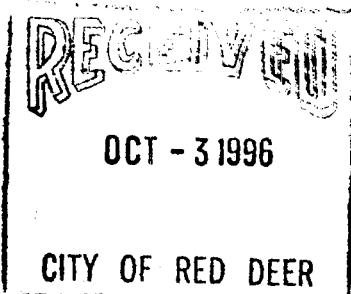
3/ The City does not need a bridge across Piper Creek every few blocks. We can not always go from A to B as the crow flies. The Delburne^{Road} needs widening anyway - entrance at Westener is not good. Must we always cater to speeding automobiles rather than to quality of life.

4/Why hire expensive consultants to come into our city when local folk already know what is good. No woman wants an outsider to come in and plan her kitchen --same thing.

We are deeply opposed to the extension of Molly Bannister Drive and trust you will drop this whole plan for good.

Yours truly

M. Cameron.



July 11, 1996

Carl Clayton
IMC Consulting Group Inc.
10160 - 112 St.
Edmonton AB T4K 2L6

Dear Mr. Clayton,

I am writing you in regards to the future transportation plan update for the City of Red Deer. My comments are attached on the enclosed questionnaire, but I wanted to elaborate on the planned upgrade of Taylor Drive North in 1997.

My family and I live at 56 Good Crescent. Our back yard faces west on to the portion of Taylor Drive between the Grant Street turn off and 77 Street. We have lived at this location for 4 years and have noticed the very popular use of Taylor Drive as a truck route for transport trucks, oil company trucks, and numerous vehicles seeking fast access to north Red Deer and beyond.

We appreciate that this length of Taylor Drive will be upgraded, which will hopefully improve the safety of the drivers using this route. The area that we would like to see addressed as the upgraded drawings are finalized for this area would be the berms along Taylor Drive and Good Crescent. The berms are presently too low to block out much of the noise created by the large trucks that use this route. Combined with air breaks, the noise from the large engines, and the numerous speeding vehicles, the noise reaches quite high levels during day and on weekends. Taylor drive has a fairly steep grade and a bit of a hill on this stretch which adds to the speed of the traffic.

Our suggestion would be to increase the height of the berm and allow some expense for some plantings along the top of the berm to allow a proper buffer for the homes on Good Crescent, and those that are to be developed in the future. Once the road upgrade has been made this truck route will be used even more than it is at present. The need for an effective berm will become even more apparent with the planned upgrades.

I hope you will consider our thoughts and suggestions for this area of Taylor Drive.

Thank you.

Sincerely,



Lou-Ann Shepherd

Kevin & Lou-Ann Shepherd
56 Good Cr.
Red Deer AB T4P 3N6
Phone: 340-2623 (home)
357-3080 (work, Lou-Ann)

xc. Kelly Kloss (submitted September 3, 1996)

#5 Savoy Crescent,
Red Deer, AB.
T4N 0C9

Sept. 28, 1996.

Mayor & City Council,
City of Red Deer,
Red Deer, AB.

Dear Sirs:

RE: Proposed Molly Bannister Drive Extension through Waskasoo Park
and over Piper Creek.

We oppose this extension as it cuts through and virtually destroys a major pristine park area and interferes with a highly used part of the "trail" system. The air and noise pollution would be devastating.

A major east/west traffic corridor is not needed at this location as it is only four blocks from 32nd St. and only nine blocks from 19th street (Delburne Road). The farthest a traveller would have to go, if he or she were in the middle, would be 6 1/2 blocks to get to any existing major east/west traffic road.

We understand that when the Centrium was built the "Westerner" was told that Delburne Road would be made a four lane from Gaetz Ave. to 40th Ave. Is the city already committed to this? If they are, the proposed Molly Bannister four lane highway would be a duplication! It would seem that the development of Delburne Road to 30th Ave. is the best long range plan. This would connect Taylor Drive on the west end to 30th Ave. on the east and give east side residents access to South Hill Gaetz Ave. commercial and also northwest Red Deer via Taylor Drive. Southeast residents also have 30th Ave. to access north Red Deer via 30th Ave. Such a ring road would decrease traffic going through the middle of the city.

We also think the proposed road would be in the wrong place if one contemplates future sub-division development in the southeast area. The best sub-divisions, from a liveability prospective, do not have four lane divided highways going through them. They have limited access and the residential streets are not used as "short cuts" by general traffic. The city already has had these problems in the Pines, Normandeau and other areas.

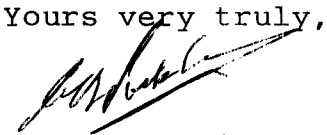
Lastly, we would like to deal with "public expectations" concerning traffic. We have lived here since 1954 and have seen it grow from a small city to the present size. The attitude was that if you can't get there in five minutes and park right in front of your destination there was a traffic and parking problem. The city is over five times larger in population than in 1954 but attitudes are slow to change. However, these attitudes must change. One cannot

Page 2 - Letter to Mayor & City Council - Sept. 28, 1996.

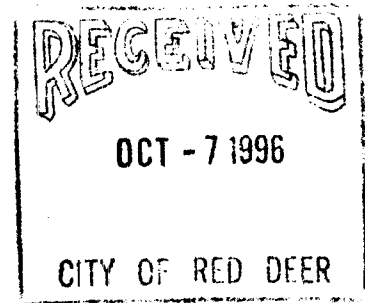
have small town traffic and parking expectations in the busy and vibrant economy of our present city. From the south side, we can go anywhere in the city in less than 15 minutes, even at peak traffic times. We do not have a traffic problem and complaints are not justified.

We do not need a four lane divided highway through a park or through a potential new residential sub-division. **Please cancel this plan forever.**

Yours very truly,



Roy and Maxine Porkka.



Miss E. & C. Hogerwaard
4507 Moore Crescent
Red Deer, AB. T4N 2M1

Red Deer, AB.
October 16, 1996

Mayor and City Council
City Hall, Red Deer, AB.

Dear Mayor and City Council members,

This is a strong protest against the proposed Molly Bannister Drive extension through Waskasoo Park & Piper Creek.

The parks and the bicycle paths that join them are one of the great attractions of Red Deer, as well as the wildlife that are found in and around this lovely city.

Why spoil it by putting a road through the above mentioned park which would not only spoil the beauty of it but also at the same time endanger wildlife. There are already far too many road kills in our opinion.

So please do not let this happen. We are sure another solution can be found or leave things just as they are.

Sincerely,

E. Hogerwaard
A. Hogerwaard

2017 53

DE - FROM

DOUG TAYLOR 20 ANQUETEL CLOSE RD T4R 1G7
MAYOR & CITY COUNCIL

DEPARTEMENT - DEPARTMENT

DATE

11 OCTOBER 1996

SUJET - SUBJECT

EXTENSION OF
MOLLY BANISTER DRIVE

MESSAGE

RE THE PROPOSED EXTENSION OF MOLLY BANISTER
DRIVE THROUGH WAKASO PARK & PIPER CREEK,

I DO NOT SUPPORT THIS POSSIBILITY
I DO NOT SUPPORT USING PUBLIC FUNDS TO
EXAMINE THIS POSSIBILITY.

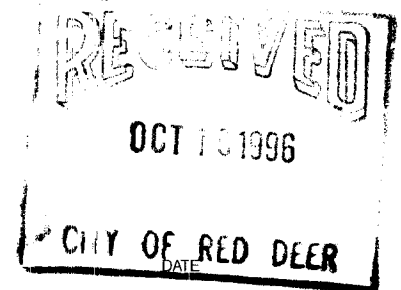
IN THE NEXT CIVIC ELECTION, I SHALL
SUPPORT PEOPLE WHO VOTE AGAINST THIS
POSSIBILITY.

SHOULD THIS MATTER COME BEFORE CITY
COUNCIL, PLEASE SEND ME A RECORD OF THE
DISCUSSION AND OF THE VOTE.

Thank you,
Doug Taylor

PARTIE DU BAS POUR REPONSE - USE LOWER PART FOR REPLY

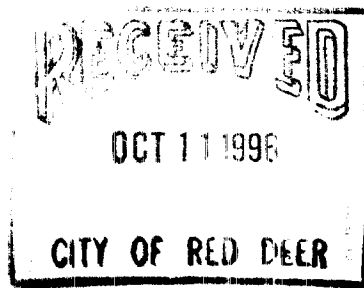
REPONSE DE - REPLY FROM



Sept 30/96

I am 13 and a student at
Glendale school. I feel badly that
a road has been proposed to
go through the park system. I
do hope you will find another
solution as the park is very
important to me.

Danelle Kaprowski



31 Nellis Ave
Red Deer, Alta
T4P 2C2

5930 Westpark
Close

Red Deer, Alta

October 4/96.

Dear Sir -

I understand the proposed
Molly Banister Drive extension
thru Waskasoo Park and
Pepper Drive will soon come
before Council. I would
like to inform the Council
that I am very much
in opposition to a road
going through our park
system and I feel there
are other options available
and please consider them.

Yours truly
Phyllis M. Berard



Phyllis M. Berard
5930 Westpark Close
Red Deer, ALTA T4N 1G2

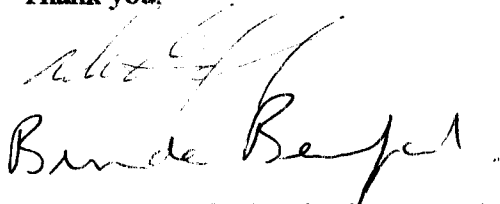
October 10, 1996

Dear Mayor Surkan and City Council Members,

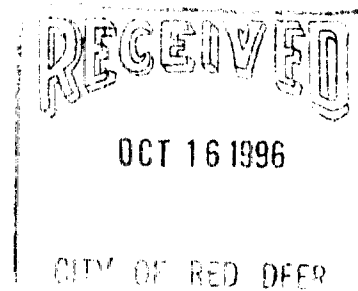
Please be advised we strongly disagree with the proposed Molly Bannister Drive extension thru Waskasoo Park and Piper Creek.

Could you please find an alternative way to accommodate excess traffic.

Thank you,



Brenda Berresford and Mike Berresford
22 Spencer Street
Red Deer, AB T4N 0B2



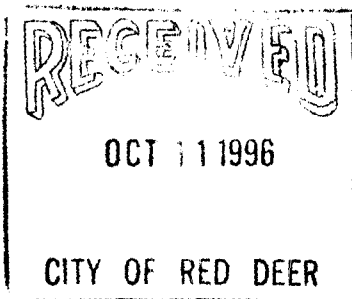
Oct 8/96

Mayor + City Council
90 City Hall.

I am still opposed to the extension
of Molly Bannister Drive through
Waskusoo Park + Piper Creek.

The object of traffic control should be
to take it away from residential areas
not to funnel it into housing areas.

Spend some time + money on the
Delburne Road.



PMJ

Patricia Gray
33 Spencer St
Red Deer

T400 0000

#7 - 2821 Botterill Crescent
Red Deer, Alberta. T4R 2E5
October 7, 1996

The Mayor and City Councillors
City Hall
Red Deer, Alberta

Re: The Extension of Molly Bannister Drive

I am concerned about the extension of Molly Bannister Drive through our natural park area. I'm very much against this - something that can never be replaced for future generations.

There is no reason people cannot drive a short distance south to Delburne Road (19th St.) with easy access to Gaetz Avenue (50th Ave.) and Taylor Drive. Those going north can use 30th Ave.

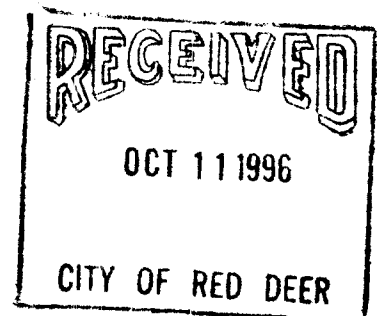
In Calgary, roads east from McLeod Trail to Deerfoot are some distance apart with no complaints.

I hope you will consider the Molly Bannister extension.

From a concerned citizen.

Yours truly,

Grace H. Hadden



October 10, 1996.

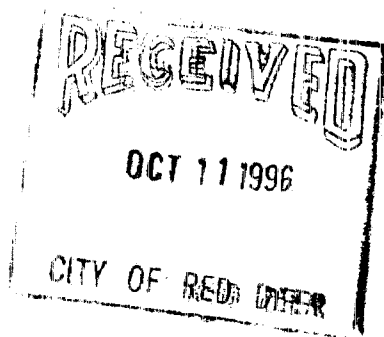
Mayor Surban and City Council

Re proposed Molly Bannister Drive extension
thru Washburn Park & Piper Creek

We strongly object a roadway thru this park
at the present time or in the future.

Thank you
Sincerely

Bob Lawrence Johnston
21 Fir St
Red Deer



#4 4817 52 Street
Red Deer, AB T4N 2C6
October 8, 1996



Mayor Gail Surkan
City Hall
Red Deer, AB

Your Honor:

I am writing to express my deep concern over the possible extension of Molly Bannister Drive through Waskasoo Park. When all of the benefits of such a move are measured against the drawbacks, there really is no option. This extension cannot take place.

In our overly fast paced life, our city planners seem to feel that for the sake of a few minutes of commuting twice a day, we should plow a road through what is a beautiful park. There are enough roads in this city to handle twice the traffic we have now. Red Deer does not have an identifiable rush hour. Citizens and/or traffic planners feel that if they have to wait for more than one light, they are being terribly inconvenienced. That is utter nonsense. Extending Molly Bannister Drive to placate these concerns is a waste of money and resources.

My suggestion to the traffic department, who apparently feel that the citizens of East Red Deer need this road in order to save a few minutes on their commute, is that they suggest to these people to set their alarms five minutes earlier. There, problem solved.

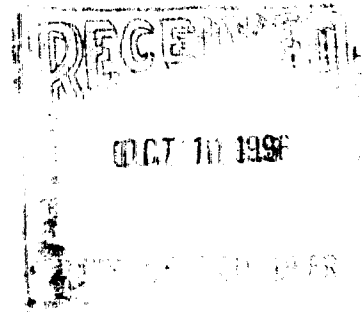
Sincerely,

Michael Leboldus

p.s. I do not require a response to this letter, I just wish to express my views. Additionally, I would appreciate that trees not be destroyed in order to photocopy this letter repeatedly for every affected department and counsellor. Please just register me as opposed. Thank you.

October 8, 1996

Mayor & City Council
City Hall,
4914 48 Ave.,
Red Deer, Ab.
T4N 3T3



Re: Proposed Molly Bannister Drive Extension Through Waskasoo Park
& Piper Creek

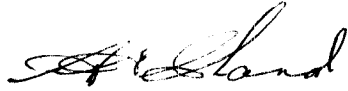
We, the undersigned, are adamantly opposed to the above mentioned extension for the following reasons:

1. Red Deer prides itself on the city park system. The proposed extension will needlessly destroy a large part of the park.
2. In other areas of the city trees have been decimated which has necessitated a project, Trees 2000, to replace them. It seems very counterproductive to be destroying trees that are well grown.
3. An underpass, similar to the one under 32nd Street, is part of the proposal to ensure the safe passage of wild animals. Anyone who uses the park system extensively, as we do, knows that animals will not use an underpass. They will go over the road and many will be killed. The road currently being widened through the Banff Park is being built with animal overpasses.
4. The Delburne road needs to be widened. The traffic to and from the Centrum is very heavy. Widening this road would be the sensible route and would eliminate the perceived need to build an extension of Molly Bannister Drive through Waskasoo Park and Piper Creek.

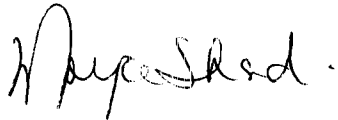
We are very disturbed that this issue keeps surfacing. Time and time again there has been considerable opposition to this move. We hope

that this proposed route will be removed from the city map and not be raised again.

Yours in some exasperation

A handwritten signature in cursive script, appearing to read 'A. Shand'.

Alistair G. Shand

A handwritten signature in cursive script, appearing to read 'M. Joyce Shand'.

M. Joyce Shand
48 Alton Close
Red Deer, AB.
T4R 2G7

WILL & CHANELLE STAYER

***5525 45th AVE - RED DEER, AB - T4N 3L7
403-346-8000***

Friday, October 04, 1996

To: Mayor Surkan & City Councilors
City of Red Deer

From: Will & Chanelle Stayer

Subject: Proposed Extension to Molly Banister Drive

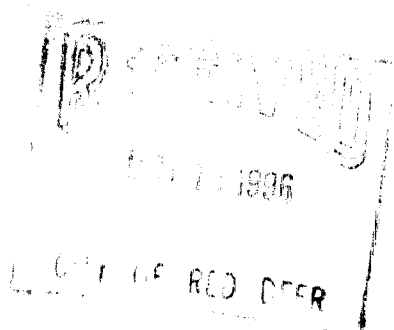
We are writing to express our opposition to the proposed extension to Molly Banister drive through Waskasoo Park.

All efforts should be made to retain the parks system in its present form in order to help maintain the high quality of life that Red Deer residents enjoy.

We understand that traffic projections indicate a future need for additional access to the southeast corner of Red Deer. Our position is that:

1. the construction of a new roadway at this time is premature and
2. that the value of park system integrity necessitates strenuous efforts to find alternatives to the proposed extension through Waskasoo park.

If council wishes to work in the best interests of Red Deer Citizens, they should set a five year moratorium on further development in the park and develop some alternative access proposals that preserve the integrity of the parks system.



Yours Sincerely,

Will & Chanelle Stayer

Will & Chanelle Stayer

Don Sutherland
41 Sherwood Crescent
Red Deer, AB
T4N 0A5

October 10, 1996

Mayor & City Council
Box 5008
RED DEER, AB
T4N 3T4

ATTENTION: MAYOR & CITY COUNCIL

Dear Ladies & Gentlemen:

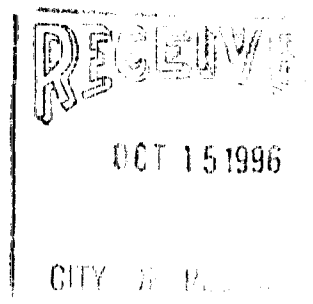
**RE: PROPOSED MOLLY BANNISTER DRIVE EXTENSION
THROUGH WASKASOO PARK & PIPER CREEK**

It is my intent to oppose the above mentioned project. I was born and raised in Red Deer and enjoy the parks throughout. My family spends a lot of relaxing times together in the Waskasoo area as we are residents of Sunnybrook, and especially enjoy the wildlife. If there are future traffic concerns why not expand the coal trail and 40th Avenue and leave our natural parks alone.

Sincerely,



Don Sutherland



23 Day Close,
Red Deer, Alberta
Oct. 9, 1996

Dear Mayor Surkan and Members of City Council:

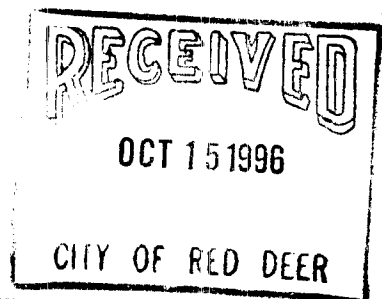
RE: Proposed Molly Bannister Drive Extension Thru Waskasoo Park and Piper Creek

My husband, Mickey and I as tax-payers for the last ten years here in Red Deer oppose the proposed extension of Molly Bannister Drive. We have grown to love this city and appreciate the lovely green areas in the inner and surrounding areas. We do not need another road to destroy the vegetation and wildlife in these areas. Please consider our request.

Yours truly,

Pauline McMaster

Pauline McMaster



5813-45 Ave
Red Deer, AB, T4N 3M1

To the City of Red Deer;

Mayor Burkan and Councilors.

I most certainly object to the proposed extension of Molly Bannister Drive through the Park System. It would be a terrible thing to do to our City.

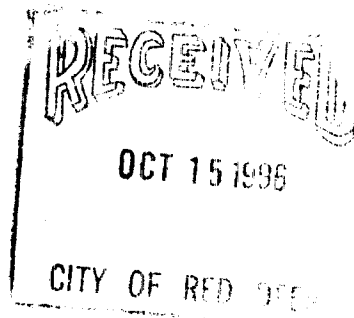
Our parks are the only real attraction we have in Red Deer. They are well known throughout Alberta by tourists and friends from other cities.

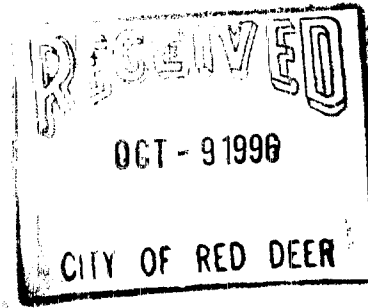
Thank you -

Gladys Sundal and my family agree to this also.
Save our Park System.



GLADYS M SUNDAL
5813-45 AVE
RED DEER ALTA
T4N 3M1





October 1, 1996

City of Red Deer
Mayor & City Council Members
City Hall,
Red Deer, Alberta T4N 3T4

Attn: Mayor Gail Surkan,

Re: proposed Molly Bannister Drive extention

We are stongly opposed to ANY road extention through Waskasoo Park.

We firmly believe the existing park area should remain undisturbed. Surely this remains one of Red Deer's treasured natural areas.

We sincerely hope Your Worship and Council will not allow this extention.

Sincerely,

(Mrs) V. Gordon
#6,2821-Botterill Cr.
Horizon Village
Red Deer, AB T4R 2E5

Wayne Gordon
#6,2821-Botterill Cr.
Horizon Village
Red Deer, AB T4R 2E5

22-2821 Botterill Crescent
Red Deer, Alberta. T4R 2E5
October 7, 1996.

The Mayor and City Council
City Hall
Red Deer, Alberta

Re: Extension of Molly Banister Drive

I am writing to protest the extension of Molly Banister Drive through Waskasoo Park, and implore City Council to choose Delburne Road as the alternative route.

Does Council not realize that the system of trails and parks is the "jewel" in Red Deer's crown? It is devastating to see them being whittled away bit by bit to make more 4-lane roads to accommodate the automobile.

I have read and re-read the Strategic Plan for the City of Red Deer delivered to my home last spring, and I would remind Council of some of the statements in that Plan:

Quote: "Protection and preservation of the natural environment will be a fundamental consideration in all City operations."
- Will extending Molly Banister Drive protect and preserve our natural environment? I think not.

Quote: "Preserve escarpments and natural areas and maximize the green space throughout the community." By using Delburne Road you will be preserving natural areas.

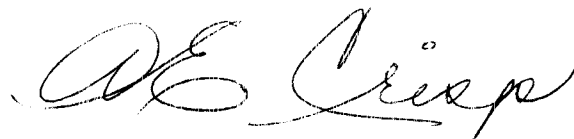
Quote: "Ensure that environmentally significant areas, historic resources and other significant features are preserved and maintained for future generations." Is this beautiful wooded area not worth preserving?

Please take the time to read your Strategic Plan, especially the section under Community Development:

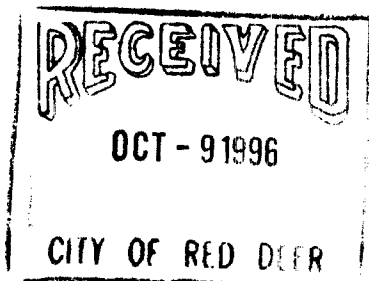
Quality of Life
Environment
Community and Land Use Planning
Etc., etc.

Was this Strategic Plan just so much 'lip service' or is Council committed to living up to their ideals?

Respectfully submitted,



Audrey E. Crisp



4426 - 35 Ave.
RED DEER, AB
T4N 2S2
Oct. 1, 1996

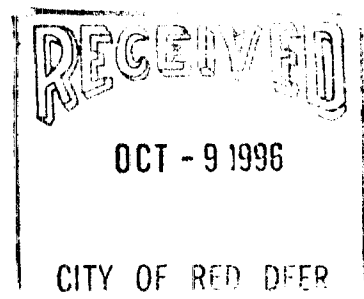
Mayor & City Council
City Hall
Red Deer, Ab.
T4N 3T3

Re: Proposed Melly Bannister Drive Extension
Thru Washago Park & Paper Creek

It is my understanding that the above matter will come before council again. This letter is to express my opposition to this proposed extension and I would like to have it totally removed from the Master Plan. There is absolutely no viable reason to justify the loss of our park.

Thank you.

Sincerely,
C. Lynne Toepfer
LYNNE TOEPFER



Ian Drok

Telephone 346-7520

P.O. BOX 296
RED DEER, AB T4N 5E8

October 4, 1996

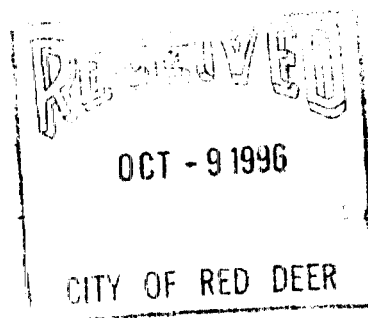
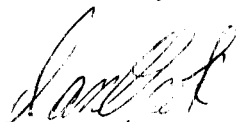
Mayor and City Council
City Hall
P.O. Box 5008
RED DEER, AB T4N 3T4

Dear Mayor & Council Members;

I am writing regarding the proposed Molly Bannister Drive extension. Although the concept of another main thoroughfare in Red Deer sounds interesting, I question the viability of this road. I do not understand why anyone would propose another main road in between the Delburne Road and 32nd St.. In the case of Taylor Drive, it may not have been possible to build this road further away from Gaetz Ave. But, with the Delburne Road being relatively close to the proposed road, it would seem logical to me to upgrade that road instead. This could be done with minimal interference into private land, since there is an existing road allowance. It certainly would not cross prime park land.

It is my hope that you will reconsider the proposal to extend Molly Bannister Drive.

Yours truly,




October 6, 1996
144 Barrett Drive
Red Deer, AB T4R 1J3

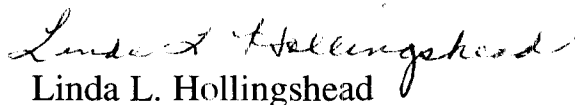
Mayor Surkan and City Council Members
Box 5008
Red Deer, AB T4N 3T4

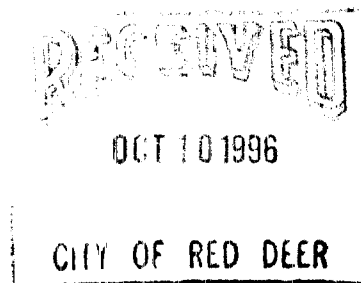
Re: Proposed Molly Bannister Drive extension through the park area.

We cannot understand why at this time or in the future that road requirements would be such that the City needs two four lane roads going east and west within a very few blocks of one another. Rather than destroying the Park area, we all enjoy, we feel it would be less destructive if the Coal Trail was used as one of the major access roots to the east side of the City. This would lessen the environmental impact and give better access to Westerner Park from the whole east side of the City.

To extend Molly Bannister Drive would be disaster in our eyes and totally uncalled for.


Edward Bruce Hollingshead


Linda L. Hollingshead



Sept. 29/1996

Dear Mayor and City Council,

This beautiful city of Red Deer, Alberta is remarkable for its parks and wooded areas.

As one of the few citizens who were born here and now reside, work and intend on retiring here I treasure these green areas.

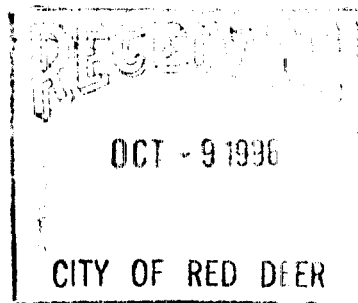
We must preserve them.

When any new development is proposed on natural land we must weigh the consequences of development very carefully.

Once developed, natural environments are essentially lost forever. Every possible alternative must be considered.

I am opposed to the proposed Molly Bannister Drive Extension through Washasoo Park and Piper Creek.

Future citizens will applaud a decision to leave the park untouched.



Sincerely,

Norm McDougall

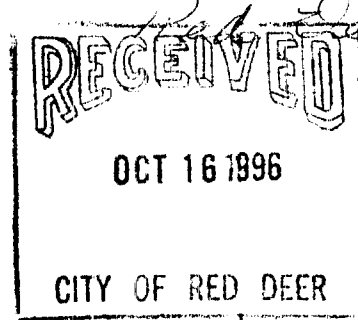
347-3491

58 Denovan Cres

Red Deer, AB

T4R 1W2

#34-2821 Botterill Cr.



Mayor & City Council
City Hall, Red Deer.

Dear Mayor Councillors,

Re - Proposed Molly Bannister Extension

I am definitely opposed to this proposal for the following reasons.

The destruction of the creek area of the park by the building of a road and an expensive bridge would be disastrous.

What would be the real benefit of the road? Yes! the future residents of the new residential areas could get to Bower Mall and other Bower area businesses five minutes quicker. But we all know 30th and 40th Avenues must be widened, and the Delburne road will have to be widened. This is such a narrow dangerous road that surely the Highways Dept. will have to do something about it soon! (from Highway 2 to 21)

And personally speaking a traffic light or even a 3-way stop just outside my house would be horrible.

Respectfully yours,
Kathleen Gerrard.

Jeff Challoner

3 Stewart St., Red Deer, Alberta T4N 0B5
Tel: (403) 347-5958; E-mail: chally@agt.net

October 10, 1996

Mayor Gail Surkan and City Council,
City Hall,
Red Deer, Alberta

Dear Friends,

Re: PROPOSED MOLLY BANNISTER DRIVE EXTENSION
THROUGH WASKASOO PARK & PIPER CREEK

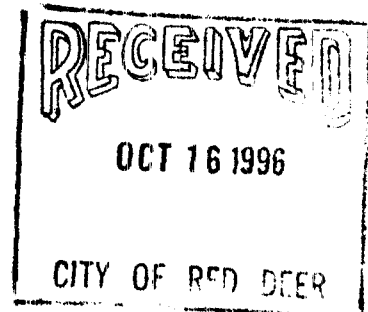
I wish to add my voice to those expressing opposition to the plan to extend Molly Bannister Drive through Waskasoo Park and across Piper Creek. I feel very strongly that this planned extension is not only unnecessary, as far as the need to reach 40th Avenue is concerned, but will destroy the integrity and spoil the beauty of Waskasoo Park. The Park as it exists now is part of an extensive and well-used walk and bicycle trail system (I used it often myself) of which Red Deer can be rightly proud, but the proposed road will destroy the continuity of the trail system as it heads south towards the Centrum. I also believe the building of the road will damage the delicate ecosystem of the Park, and destroy the habitat of birds and wildlife.

If an extension to 40th Avenue is that desperate a priority may I suggest that a gentler curve be made at the point where the proposed extension would begin (on the west end) and that the extension, if built at all, be at the south end of Bower Place, joining it to the Delburne Road!

Yours truly,



Jeff Challoner.



Marion J. Bjorkeland

October 9, 1996

Mayor Gail Surkan and
Members of Red Deer City Council
Box 5008
Red Deer AB
T4N 3T4

Dear Madam:

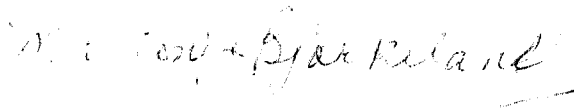
Re: Proposed Extension of Molly Bannister Drive

By way of this letter, I wish to voice my opposition to the proposed extension of Molly Bannister Drive.

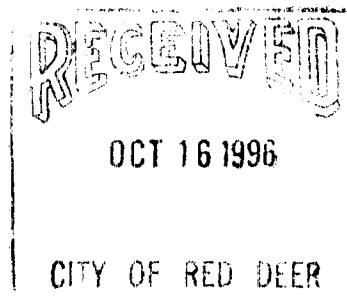
My recommendations are to preserve the native park area and route traffic via the Delburne road or 32nd Street.

Thank you for your attention to my opposition.

Yours truly,



Marion J. Bjorkeland



Barbara A. Bjorkeland

October 9 1996

Mayor Gail Surkan and
Members of Red Deer City Council
Box 5008
Red Deer, AB
T4N 3T4

Dear Madam:

Re: Proposed Extension of Molly Bannister Drive

By way of this letter, I wish to voice my opposition to the proposed extension of Molly Bannister Drive.

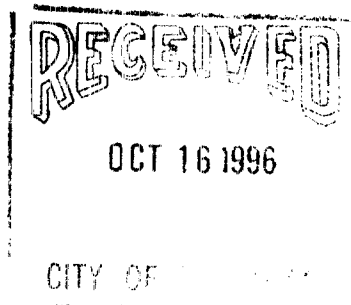
My recommendations are to preserve the native park area and route traffic via the Delburne road or 32nd Street.

Thank you for your attention to my opposition.

Yours truly,



Barbara A. Bjorkeland



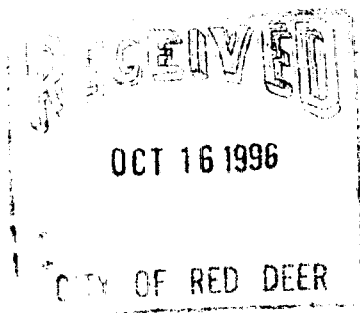
Your Honor Mayor Gail Surkan
+ City Councillors

My wife and I do not believe that it is a
good idea to extend Molly Bannister Drive through
Alastair Parke.

You all ready have 67 St, 32 St, Coal Trail
and Spruce Drive off of 32 St.

We do not think at this time when money
is hard to come by that another road is necessary,
especially through the Park System

Thank You
Mary & Gilbert Parker
16 Olympic Green
T4P 1S8



Oct. 10/96.

To the Mayor and City Council.

I strongly disapprove of a road
being built through the Park area!
Why sacrifice the beauty of our
park to save someone five minutes.
Slow down and enjoy the scenery!

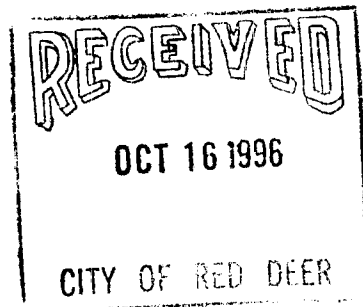
We have one of the most beautiful
parks anywhere — so now you
want to slowly destroy it — as if no
one will notice.

32nd. St. and Delburne Road
is where the traffic should go!

Annie Heinzen.

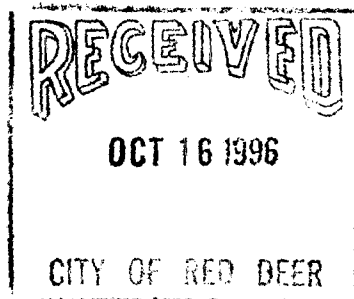
607-4810 - 54st.

RED DEER AB.



Red Deer, Alta
Oct 11/96

Council members:
Please consider
all options before extending
Dolly Bannister drive
thru Waskasoo Park & Paper
Creek. It will ruin our
park and our city.
Thanks
Beth Schiebler



October 14, 1996

69 Welton Crescent
Red Deer, AB T4N 6B1
ph (403) 346-1871
fax (403) 341-6115

Mayor and City Council
City Hall
Box 5008
Red Deer, AB T4N 3T4
[fax: 346-6195]

Dear Mayor Surkan and Councillors;

We are writing to express our views on the proposed eastward extension of Molly Bannister Drive through Waskasoo Park and across Piper Creek.

We strongly oppose the extension. Our parks are an important part of what makes Red Deer special: every city has roads, but few are blessed with an extensive system of parks and natural areas like ours. It's important that we preserve and maintain this irreplaceable resource.

Our urban planners and traffic engineers should be directed to permanently remove the Molly Bannister Drive extension from their maps, and to direct their energies toward less damaging transportation alternatives.

When this matter comes before Council, we encourage you to pass a resolution which clearly eliminates the extension from the city's short and long-term traffic plans.

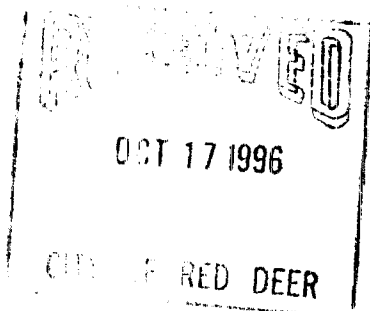
Sincerely,

Sandi Koop

L. Daniel

Sandi Koop, Darren Koop & Lorne Daniel

Darren Koop



To the Mayor and Councillors --

re Proposed Molly Bannister Drive Extension

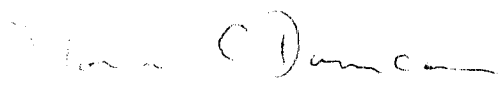
I see no need to cut a road through Red Deer's beautiful parkland in this area. I understand that this land was given to the city by the Bower family for the preservation of wildlife (animals, birds trees and flowers) for the enjoyment of all its citizens. Putting a high traffic road through the park is in my opinion a denial of the trust accepted by the city from the Bowers.

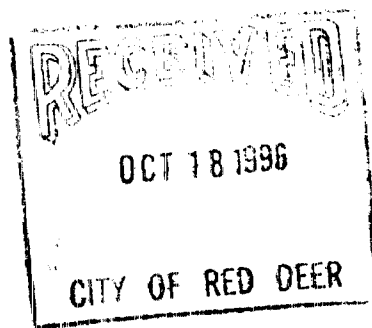
The Delburne Road is already in existence to the East and only needs to be widened --surely less expensive than bridging the ravine east of Molly Bannister Drive. Or why not extend 32nd Street beyond Douglas/Lockwood Avenue?

I am proud to live in this city with its wonderful parks system. Surely the appreciation of our environment, and the opportunity to enjoy healthy exercise, walking or biking, in a peaceful, natural setting is the measure of the mature, thoughtful priorities of our citizens.

When I have visited my daughter who lives on Barrett Drive, I have been thrilled to observe deer across the street, even occasional moose. My little grandsons love to walk with Papa to see the beavers at work on their dam in the ravine.

Please find an alternative heavy traffic route to the East.


Mrs. Flora C. Duncan
48 Dale Close
Red Deer, AB
T4R 2L5



71 Sherwood Cres.
Red Deer, Alta.
October 8, 1996

The City of Red Deer,
Red Deer, Alta.

Dear Mayor Surkan and City Council,

I would like to have my opinion recorded as a definite
"NO" to the proposed extension of Molly Bannister Drive
through Waskasoo Park and Piper Creek.

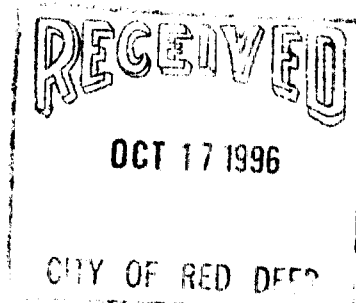
I wonder if the consulting engineers who are doing this
traffic study live in the city of Red Deer? Do they spend
wonderful quiet times walking through the trails? Do they
see the impact a road through that park area would have on
the environment as well as the waste of a wonderful natural
area? This is a time to protect our parks not destroy them.

I ask you why the Delburne Road past the Westerner Park is
not being made into a four lane highway, at least until it
would take care of the city and Westerner Park traffic.?
I ask you why the 67th street extension past the Parkland
Mall east to 30th Ave. is not being widened to accomodate
the traffic flow there? These roads are existing and do
not interfere with the natural beauty of the park systems
that this city is so famous for.

Please reconsider your proposal and listen to the many
people who care more for our city and parks than they do
for the possible convenience of a road cutting through them.

Yours truly,

Betty Baskier
Betty Baskier



77 Chappel St.
Red Deer, Alberta.
Oct 14, 1996.

Mayor Surkan & City Council.
City Hall
Red Deer Alberta.

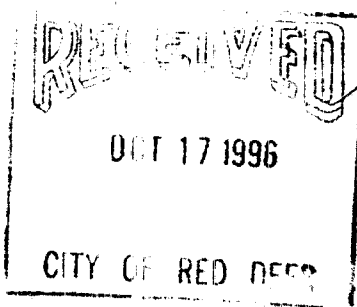
Re: Proposed Wally Banister Wp. Extension
Thru Waskasoo Park & River Creek.

Please do not have any part in destroying
Our precious natural parkland. These
are treasures to our city. You have no idea
how many people enjoy nature in our
natural parks in Red Deer. It soothes their
souls and therefore makes them more
wonderful citizens.

Yes there is a solution some place to shorten
the drive from here to there - but it
is not through the rich park.

May you continue your work
for the greatest good.

Sincerely
Louise Anne



Sept 30, 1996

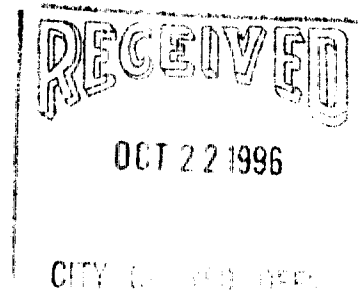
Dear Mayor & City Council

Regarding the proposed Molly Bannister Drive extension
thru Waskasoo Park & Piper Creek

My family and I would like you to know that we disagree with this proposed extension. The City of Red Deer is well known for its beautiful parks why would we want to rip them up. The animals need a place to live. The trails are wonderful. This day and age with budget restraints I can't imagine spending thousands? of dollars on this unnecessary change. If people are in such a big hurry to get where their going perhaps they need to leave a little earlier.

Please leave well enough alone.

D. Mulomacks
L. Mulomacks
M. Mulomacks
343-1390



Margaret L. Hicks
3544 Spruce Drive
Red Deer, AB.,
T4N 3N9

October 15, 1996

Mayor Surkan and Councillors
Box 5008
City Hall
Red Deer, AB., T4N 3N4

re: proposed extension of Molly Bannister Drive

Your Worship, Councillors:

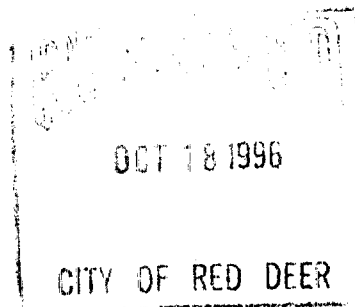
Please be advised, I, as a citizen of Red Deer, am opposed to the proposed extension of Molly Bannister Drive through the Waskasoo Park area. I do not live in the immediate area, however, I must be opposed to desecration of our valued parkland and our precious urban park system.

Great care and planning by those who have come before us, went into the preservation of such a valuable resource. We cannot sacrifice these natural areas to satisfy the movement of people and their vehicles. The need to build roads through the park is not "in line" with all of the environmental efforts of the new era.

Destruction of parkland to facilitate vehicle movement via roads is not to be condoned.

Yours truly

Margaret L. Hicks



October 21, 1996

To Mayor & Council:

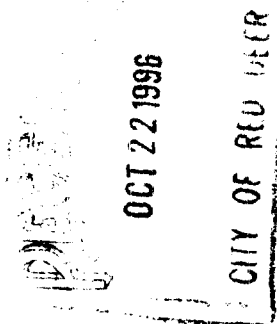
We, as friends of Waskasoo Park, are writing to protest the extension of Molly Barnister Drive through our beautiful park area.

We have appreciated the vision of our early city fathers and their far sight in saving the park area along the creek in the then, Town of Red Deer. Why should the present generation disfavor that plan and use the last remaining bit of park area to build another road to a shopping centre?

We would like it to be let alone so ourselves, the wild life who inhabit the park and for future generations to enjoy it.

Respectfully,

Tom & Eleanor Hicks
117 Selkirk Blvd.
Red Deer, Alta. T4N 0G8



October 3, 1996

The Honorable Gail Surkan
Mayor of Red Deer,
City Hall,
Red Deer, Alberta

Dear Mayor Surkan:

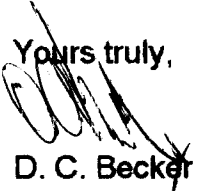
Please accept this letter as my opposition to the proposed extension to Molly Bannister Drive through Waskasoo Park and Piper Creek.

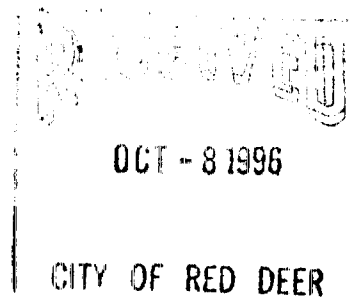
As a concerned citizen of Red Deer, it is my opinion that the park system in the city is only one of the many reasons Red Deer is such a great place to reside, and I feel it is a must that we conserve as much of the present system as we can.

It is true that as the city grows we have to accommodate the increase in traffic, but in this particular case, it would seem to me that any traffic that would use the extension now, would do so only as a "short-cut", as that traffic is being serviced by other streets in the vicinity. Further, any additional traffic could be directed to 32 Street or the "Delburne Road".

Thank you for your time.

Yours truly,


D. C. Becker
44 Payne Close



Mayor and City Council
City Hall
Red Deer Alberta

September 30/96

Dear Mayor & City Council

We are writing this letter in regards to the proposed Molly Bannister Drive, extension through Waskasoo Park and Piper Creek.

We are very much against the desecration of the Park and danger it will bring to our wild animals and birds with so much traffic and noise; also the loss of our beautiful scenery, which is much appreciated by many adults and children.

We are in favour of the Delburne road being widened to help with any traffic problems.

Thank you for reading my letter and comments.

Sincerely

Wm. Eby
Harvey Eby
37-2821 Botterill Cres.

Red Deer, Alberta

T4R 2E5



OCT - 7 1996

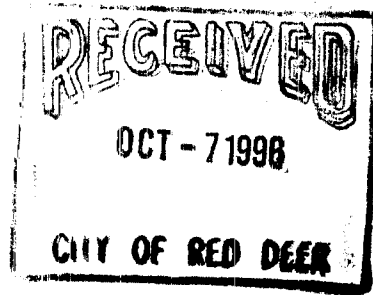
October 5 1996

Dear Mayor Gail Surkan and City Council:

We are opposed to the extension of Molly Bannister Drive through the Waskasoo Park and Upper Creek. Red Deer has such a beautiful park system it would be a shame to destroy part of it by building a road through it. We need to preserve such special areas.

Thank you
Glen and Lorraine Evancio
122 Rutherford Drive

L J Evancio
W Evancio



Mayor and City Council
City Hall
Red Deer Alberta

September 30/96

Dear Mayor & City Council

I Am writing this letter in regards to the proposed Molly Bannister Drive, extension through Waskasoo Park and Piper Creek.

I am very much against the desecration of the Park and danger it will bring to our wild animals and birds with so much traffic and noise; also the loss of our beautiful scenery, which is much appreciated by many adults and children.

I am in favour of the Delburne road being widened to help with any traffic problems.

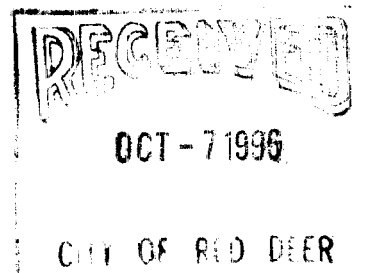
Thank you for reading my letter and comments.

Sincerely

Jean K. Edwards
36-2821 Botterill Cres.

Red Deer, Alberta

T4R 2E5



18 - 2821 Botterill Cres.
Red Deer, AB
Sept. 30, 1996

390-2594

Mayor and City Council
Red Deer, AB

Dear Mayor and City Council

Re: Proposed Molly Banister Drive Through Waskasoo Park

As a resident of Horizon Village and a member of the community for many years, I feel that I have an obligation to speak up regarding this subject.

As you all know our fine city of Red Deer is well known for our outstanding park system which so many people make great use of and enjoy. I think it would be a major disgrace to the park system to put another main east west road system as an extension to Molly Banister Drive.

My feelings are that this would increase much more congestion at an already busy area surrounding Bower Mall, and other commercial businesses in the area.

I would suggest up grading Delburne Road instead. This would also help the traffic problem at the Westerner entrance and exit, during large functions held there.

Further to this suggestion this would also help people communicating from the eastern part of the city, to getting to highway #2 and 2A, for going either north or south.

It would also act as part of a ring road around the city, to keep the traffic from going through the city.

Please do not extend Molly Banister Drive.

Yours truly

P.L. Marshall

P.L. Marshall

| | |
|--|-------|
| THE CITY OF RED DEER CLERK'S DEPARTMENT | |
| RECEIVED | |
| TIME | 3:20 |
| DATE | Oct 7 |
| BY | UB |

18 - 1821 Red Deer, AB
October 7, 1996

Mayor Surkan and City Councilors
City Hall
Red Deer, AB

Dear Mayor Surkan and City Councilors,

Re: Extension of Molly Banister Drive

Red Deer has a good grid system of roads set up with Ring Roads and good cross traffic roads, going both north-south and east-west. This is exactly what we need to keep a smooth flow of traffic both now and into the future. It shows excellent planning. Thank you.

So why extend Molly Banister Drive when it does not fit into the overall grid system to keep traffic flowing smoothly?

It is unnecessary to the traffic system!

It would spoil our well planned park!

It would be very bad for the ecology!

As a tax payer, I ask you to please take a serious look at what you are proposing.

Yours truly,

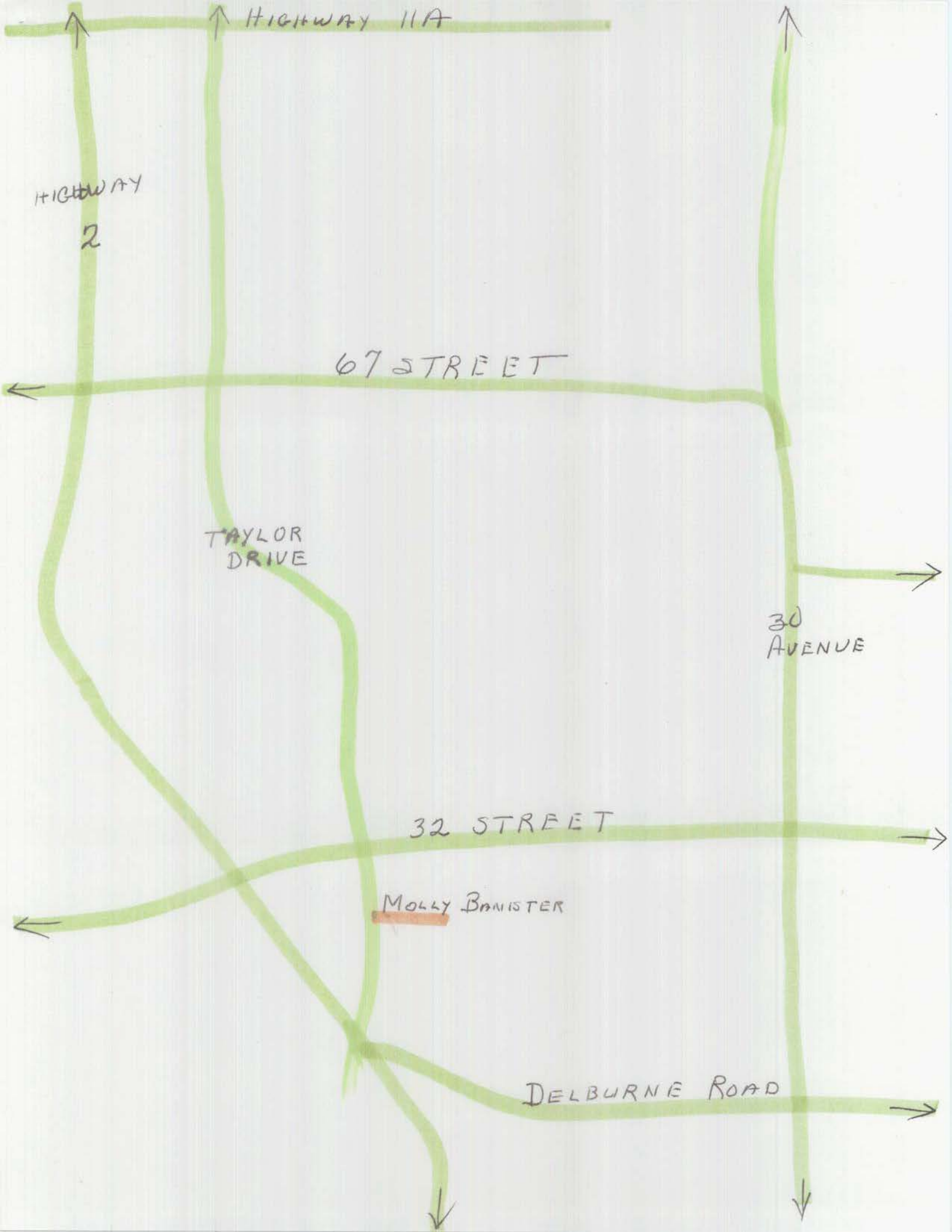
Margaret Marshall

Margaret Marshall

340-2894

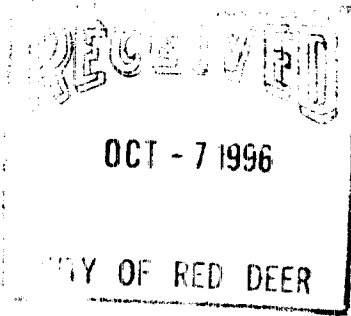
THE CITY OF RED DEER
CLERK'S DEPARTMENT

| | |
|----------|-------|
| RECEIVED | |
| TIME | 3:20 |
| DATE | OCT 7 |
| BY | LE |



#107 19 Bennett St.
Red Deer Alta.
T4R 1V3
October 2, 1996.

Mayor & City Council
City Hall
Red Deer Alta.



Dear Sirs,

Re proposed Molly Bonniester Drive
Extension through Waskasoo Park and
Piper Creek.

I would like to voice my
opposition to the above proposal. I
do not see it as necessary as with
the improvements on 32nd Street the
traffic is moving adequately. If necessary
the widening of Deburne Road ~~could~~
be done ~~to~~ improve flow of traffic
eastward.

Please do not desecrate the
excellent park and path systems
you have in our fair city.

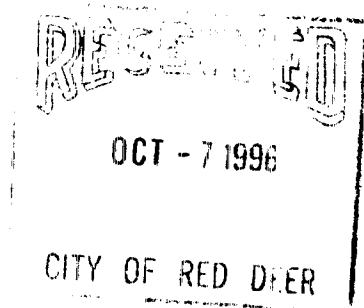
Sincerely
Phyllis E. Hennig



ALFRED JAMES PORTER
4305-45A AVE
RED DEER ALTA
T4N 3M5

To Whom It May Concern

I am writing in regards to the city's proposed extension of Molly Banister Drive. I am a long time resident of Parkvale. I have lived in the area for about 20 years. My house borders on Barrett Park, i know from firsthand experience that this green belt is a natural migration path through the city for different kinds of wildlife. I believe the road extension would have a very adverse affect on these animals. I strongly urge the city to abandon this project and explore other options for future traffic flow.



Sincerely
Jim Porter

FRIENDS OF WASKASOO PARK

October 30, 1996.

The Mayor & City Council,
City of Red Deer,
Red Deer, AB.

Dear Sirs:

RE: FOUR LANE DIVIDED HIGHWAY MOLLY BANNISTER DRIVE EXTENSION
THROUGH WASKASOO PARK AND PIRIE CREEK EAST

We attended the meeting on October 29, 1996 where the consulting engineers presented their recommendation is that this proposal be kept on the agenda and that "the right of way for this possible corridor be protected."

According to the presentation, this would be done by zoning and building restrictions on future development to leave this right of way intact. They also stated that this highway would not be required for 20 to 30 years.

In other words, if some future council decides that an East-West corridor is ever needed (in 5 or 10 years or whenever) this is the route that would be utilized.

The statement that this would not be needed for 20 to 30 years is really a **"sedative"** to put the public to sleep.

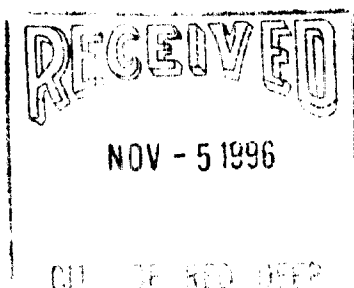
If the right of way is **"protected"** as suggested and development is designed and allowed to be built around it, then the pragmatic result would be to use it for a road. Council is being asked to approve this road plan now and if development does proceed the City would be "locked in" to this road proposal because the whole sub-division would have been built around it and there could be no other logical alternatives.

We therefore urge council **NOT TO "PROTECT"** this absurd road plan which destroys a large natural park area.

We also urge council to pass a resolution **"PROTECTING" WASKASOO PARK & BOWER WOODS** from any four lane divided highway crossings.

Yours truly,

On Behalf of FRIENDS OF WASKASOO
PARK



Roy Porke

Dr. John McLuhan

85-00000-0000000000
RECEIVED
148 000

November 4, 1996

Margaret L. Hicks

3544 Spruce Drive
Red Deer, AB
T4N 3N9

Mr. Ken Haslop, P. Eng.
Manager, Engineering Department
City of Red Deer
Box 5008
Red Deer, AB., T4N 3T4

**re: change in configuration of Spruce Drive Hill
widening of Spruce Drive - north of 32nd Street**

Dear Mr. Haslop:

I thank you for the time spent on October 29th, in assisting me to understand what plans exist for my neighbourhood. While I appreciate the City offering me the opportunity to know what they plan to do, I cannot condone the plan in its entirety.

I believe we need better solutions to moving people around our city, than moving individuals in their private vehicles, through existing neighbourhoods. Especially, when downstream communities must bear the brunt of each expansion of our city. The following concerns become the matter of more than constructing roads. They must include transporation, policing, parks, recreation and community services. I think it is wise to follow the thinking of "less is better", for the following reasons.

Quality of Life

The widening of Spruce Drive seems to fly in the face of the Corporation's philosophy as stated in the Vision 2020 statement and the Strategic Plan. "Red Deer is a city of opportunity, with a strong emphasis on the quality of life in the community.

- A community with a unique natural environment, preserved and enhanced by careful community planning.
- A community that reflects high standards in terms of the quality of life."

Widening Spruce Drive north of 32nd Street, to carry more traffic, more efficiently to yet to be developed neighbourhoods, **sacrifices the quality of life of my downstream community to the movement of people in vehicles.** Regardless of the widening of this small portion of Spruce Drive, all the traffic ends up at a "T" intersection and must be moved east or west.

Safety and Security

I can understand the desire to lessen the curve on the hill between 43rd Street and 37th Street. Ice and snow conditions that prevail from November to March create hazardous travel around the curve on the north east side (downside).

Pedestrian crossing of Spruce Drive is dangerous, now. At present, in our neighbourhood we suffer from vehicles coming up Spruce Drive Hill with restricted visibility at the junction of 37th Street and a service road. **As residents of a downstream community, we are at risk, now, when trying to access the “other side of the street”, for pedestrian travel** to walk the dog, go to the mail box, the neighborhood drugstore, recreational areas, the Farmer’s Market and the inner city,.

Access and egress from the west side of Spruce Drive takes place at a point:

- where visibility to oncoming vehicles coming up the hill is limited, especially if they are travelling at a high rate of speed;
- where one must halt (with any luck at all) and walk past four lanes of traffic;
- where children crossing to go to/from schools “on the other side”, or who try to access the parkland areas on the west side of Spruce Drive are extremely vulnerable, whether on foot or bicycle or roller blades, or cross-country skis.

When you are in a vehicle, you feel you may have a “fair fight” when entering the intersection at 37th Street. But bodies, especially young ones, are no match for a vehicle travelling at 50 km/hr. Neither are dogs on leashes with walking companions. Nor, persons exiting buses at the corner of 37th and Spruce Drive who are vulnerable to the vagaries of fast moving, uncontrolled traffic.

Persons in vehicles travelling in the dark are no match for deer (usually three to seven in a group), who cross Spruce Drive regularly late at night. The deer pass from the Kin Canyon area, come between our house and our neighbours, cross Spruce Drive to the parkland area above the old Exhibition Grounds and then return. The deer are difficult to see soon enough under the lighting.

All are dangerous situations, which require more than widening of the road to solve problems.

Environmental Concerns

Environmentally, there will be encroachment on parklands, once again. When we “eat away” at park preserves little by little, how do we know when enough is enough? What happens to the residents living directly on either side of the traffic flow, being subjected to daily noise and air pollution, as well as having their safety threatened?

As a member of this downstream community, my concern is for those of us who live in the area and the resulting:

- loss of quality of life, for the movement of people in vehicles;
- grave concern for a healthy, safe and secure future.

A quality of life - for whom by whom?

Thank you for this opportunity to express concerns for our City and my community.

Yours truly



Margaret L. Hicks
Resident, Spruce Drive



cc. Mayor and Councillors
IMC Consulting Group, Inc.

PUBLIC MEETING QUESTIONNAIRE

FOR THE 1996 TRANSPORTATION PLAN UPDATE

There are a series of display boards for you to view as you answer the questionnaire. Both staff from IMC and the City of Red Deer are available to assist you if you have any questions.

This Open House and Public Meeting is being held in advance of IMC finalizing their recommendations and submitting their draft report to the City. We would like you to take this opportunity to review the issues and recommended plans prepared so far and provide us with your input.

1. Existing Roadway Bottlenecks and Concerns

Several locations have been identified. Have we missed any?

2. Short-Term (10 years) Improvements

A number of improvements to existing problems are being recommended for implementation in the next 10 years. Do you think they will adequately address your concerns?

*Why do we continue to see the only
solution to moving people on roads
through existing neighborhoods in their own
private vehicles. Why do we not see encouragement
of pedestrian travel & useable transit?
(OVER →)*

3. Timing of Improvements

IMC is recommending that some transportation network improvements be delayed due to their high cost and potential social/environmental impacts. This will result in more congestion on Gaetz Avenue around 67 Street and on 32 Street east of Gaetz Avenue than motorists in Red Deer typically experience. Do you agree with this approach or would you rather see the improvements (Northlands Drive crossing of the river and widening of 32 Street) happen sooner?

I believe we need a better solution than moving individuals in their private vehicles.

4. South Red Deer Road Network

IMC has determined that an additional transportation corridor between Gaetz Avenue and 40 Avenue to supplement 32 Street and Delburne Road may be required in the very long-term. Because of the impact of other recommended improvements in the transportation plan and possible variations in the rate of residential growth in south Red Deer, it is unlikely that the need for a transportation facility in this corridor can be confirmed for 20 to 30 years. Therefore, IMC is recommending that a right-of-way be protected for the corridor, but that the use of the corridor as a transportation facility be further debated only when the need for the facility truly becomes more apparent. Do you agree with this approach?

5. Other Comments or Concerns

Please refer to correspondence to Mr. Heslop, dated November 4, 1996.

M. Hicks

Your completed Questionnaire can be placed in the envelope at the door or Mailed to
IMC Consulting Group Inc. 10160 112 Street Edmonton AB T5K 2L6 Attn: Carl Clayton

5 Dunningside Drive
Red Deer, AB
T4N0E8.

Oct 23, 1996

Mayor and City Council.

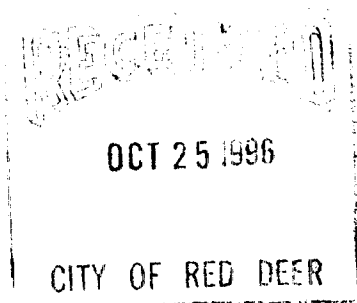
Please add our names to the list of concerned citizens who object to the proposed road through Waskasoo Park and Piper Creek.

Not only would it be a desecration of a corner of our beautiful park, but also a project that Red Deer residents can ill afford with so many other more urgent projects.

A more practical solution to the problem would be turning 46th Avenue to Kelburne Road and Kelburne Road to 46th Avenue. This would provide a safer route for both rural and urban citizens.

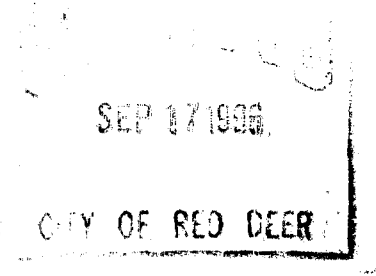
Thank you

Lorraine & Rick Anderson



152 Barrett Drive
Red Deer, Alberta
T4R 1J3
September 14, 1996

Red Deer Mayor and Council
c/o Ms. Gail Surkan, Mayor
Red Deer, Alberta



Dear Ms. Surkan,

RE: BOWER WOODS

Much discussion of extending Molly Bannister Drive through Bower Woods has once again resurrected. Please allow me, as a citizen of Red Deer, to express my objection to such an "unforgiving" project.

Firstly, have you read the board on the entrances to Bower Woods, which is part of Waskasoo Park? I have. No where in the statement does it indicate that the Bower Family wish the woods destroyed with a road and/or street. Part of the statement is "Dedicated to all the wild creatures that still thrive amid the spruce forest near the creek in the very beautiful Bower Woods..."

What a beautiful area it is. Walking along and through Bower Woods daily, is truly a marvel. Red Deer citizens are so fortunate to have such serene and natural area within its city. I am wondering if you have taken the time to enjoy the trail. The beautiful trees and wild flowers, especially the Alberta Wild Rose, grace the woods. The running creek only adds to the majestic scereny and sounds. Have you seen the fox with her kits frolicking about or the fawn with its mother? Have you seen the many squirrels dashing up the trees or the birds singing their joys? Have you stood on the bridges or sat on the benches to just take all this marvel in? Have you walked here in early morning to take in the sunrise with the glistening light through the waving trees or the echoing sounds in a light mist? Have you enjoyed a wild raspberry? For me it is such a serene and comforting start to my day.

May I offer some alternatives. Widen 32nd Street, at the avenues for right and left turns, and Delbourne Road. Either way you are only a few blocks(4 or 5) from Molly Bannister Drive. Many cities go around Parks to maintain their viability. Widen 30th and 40th Avenues to Delbourne Road. I find it faster to take Delbourne Road to these Avenues when I am going to the east end of the city. Traffic lights grace this city. Synchronize them so that the flow of traffic is continual.

In conclusion, I thank you for allowing me to voice my concern of "saving" and "preserving" Bower Woods as it stands now. I hope that the issue of extending Molly Bannister Drive through Bower Woods will NOT be approved and be forever put to REST.

Sincerely,

Dorothy Cocks

Dorothy Cocks

CC Mayor
Councillors
Dir. Develop. Services
Dir. Comm Services
96/09/17 *AK*

M. Shelly
1 Stanley Cr.
Red Deer
T4N 0K9

Mayor Surkan & Council
I am very much against the extension
of Molly Barister Dr through that beautiful stand
of trees to the east.

I, my wife & my son use that trail ~~almost~~
daily. We see deer, fox, rabbits and squirrels
not to mention all kinds of birds. We have
seen duck nest along the creek where that
crossing would take place. Where else in
this busy world can you walk out your
door and within minutes see all this?

Have you thought about going
south of the Beaver Mall parking lot?

You could then follow the Power
line east. By taking this route you
would save those nice big trees

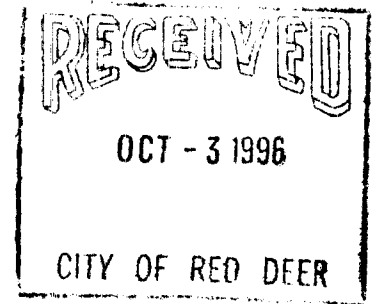
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OCT - 4 1996

Thanks

Mike Shelly

9 Scott Street
Red Deer, Alberta
T4N 0E3
September 26, 1996



Mayor Surkan
And Red Deer City Council

Dear Selected Ones

Re. 4 Lane highway through Sunnybrook

I would like to submit a few thoughts for your consideration as you deliberate the advisability of approving a four lane highway extending Molly Bannister Drive through the Waskasoo creek green area and then on through Sunnybrook subdivision.

I object to such a freeway for the following reasons

- (1) The destruction of the tranquillity of a very lovely semi-isolated pleasant living area. Most of we who live in the district bought our homes here primarily because it is almost completely enclosed, having only three access streets. When one comes here it is a destination, not a bottleneck on the way to somewhere else.
- (2) A four lane roadway brings with it pollution, noise, road races, accidents, and crime. Late at night when the peaceful burgers are deep in sleep the bars in the town debauch the inebriated and partially so who then look for something exciting to do. Prime options for these include, car racing, screeching tires, spinning doughnuts, and all the periphery fun things like throwing bottles, hollering, hammering on the houses of the dull layabouts lazily sleeping away their lives. We do not languish nor do we despair from the lack of these attentions at present.
- (3) We are not worried because of lack of easy access to our area. We are presently bordered by two 4 lane roadways, 32nd Street on the north and 40th Avenue to the east. Both are heavy with traffic, accidents are common, especially where these two intersect. How we suffer from the lack of another such freeway on the south, or more properly splitting this lovely area I cannot imagine.
- (4) Consider if you please the many other sub-divisions in the city which enjoy isolation from the freeway syndrome. Oriol Park, Clearview, Morrisroe, Eastview, in fact most districts are allowed to live contented, quiet lives. Cast your minds to the lengths City Council went to in order to preserve The Pines from traffic that found a way to by-pass the hodgepodge intersection at Gates and 67th. You made one street a limited access, and at the north end you closed one street off entirely.
- (5) Why is there this re-occurring desire to fragment Sunnybrook, is it that we are considered to be too smug too stand-offish, too proud that we have the lowest crime rate reported in each year end record. Must we therefore be brought down to the lowest Common Denominator.
- (6) Finally the proposed freeway is not in the least necessary. There are East to West through roads at 32nd Street and on the Dellburne highway. Look closely at a map of City roadways. It is immediately apparent that they are spaced much farther apart than the ten blocks between these two present cross roads.

Is the real reason for the proposed roadway plan keeps resurfacing because some misguided engineer in the distant past drew a line on the map. Because city thoughtlessly built a four lane road along Molly Bannister Drive does it follow that to absolve one mistake we must complete a disaster.

I am reminded of the story perhaps a fable that explains a queer loop in the Trans Siberian Railway. It came about because they asked the Czar where the road should go. He laid a ruler on the map and drew a line between the terminals and instructed them to build on that line. Unfortunately one of his fingers was over the edge of the ruler and the line took a loop around that finger. His engineers were afraid to question him, or to disobey him, so they built the loop which is still in that road. Is the Sunnybrook split to be our monument to the same sort of thinking?

sincerely



Stan Huntrods.

Mayor G. Surkan & Council Members:

Sept. 28/96

I am one of those who have signed a petition against the extension of Molly Bannister Drive through Waskasoo park. However I am forwarding to you my personal opinion on the extension.

I realize that consultants are hired to present an objective view of the problem and recommend solutions. No city council now or in the future is ever going to satisfy the demands of the motoring public.

I urge you to seriously consider the upgrading of Delbourne road, which I understand is part of a ring road plan.

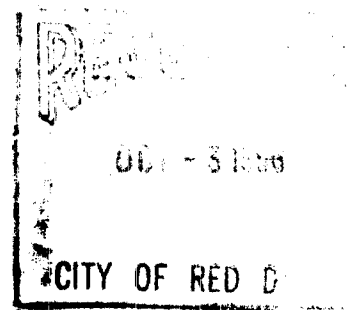
Waskasoo park is one of the jewels of Red Deer and district, admired and appreciated by citizens and visitors at all times of the year.

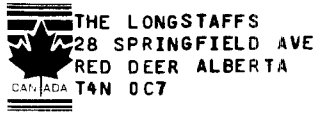
Respectfully submitted.

Peggy Frizzell
Peggy Frizzell



MARGARET P. FRIZZELL
31-2821 BOTTERILL CRES
RED DEER ALBERTA
T4R 2E3





SEPT 30/96

MAYOR & COUNCIL
RED DEER AB

I AM AGAINST THE PROPOSED
EXTENTION OF THE MOLLY BANNISTER
ROAD OVER THE RAVINE TO SUNNY BROOK.

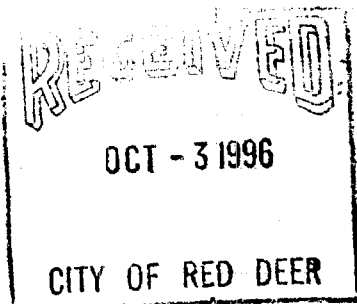
WE HAVE TOO FEW NATURAL
BEAUTY SPOTS LEFT. THEY SHOULD
NOT BE MARRED BY AN UNNECESSARY
ROAD.

PLEASE, NO ROAD

THANK YOU

J Longstaff
JW LONGSTAFF

28 SPRINGFIELD AVE
RED DEER AB



Sept 26/96.

To whom it may concern:

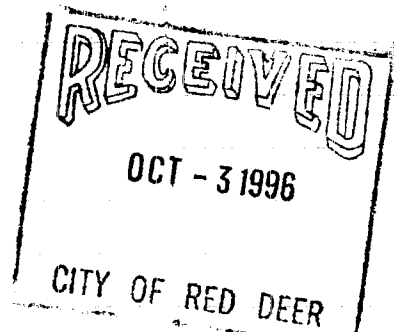
I am strongly opposed to the
decoration of the park by the extension,
through this beautiful area, of the Molly
Bannister Drive.

I have lived in this area for
thirty-three years and know this park
should be left, as nature intended,
for all to enjoy.

Please do not destroy it!

Sincerely

Elizabeth Longstaff



17 Asmundsen Av.
RED DEER, AB
T4R 1G1
Oct. 1, 1996

Mayor & City Council
City Hall
RED DEER, AB

Re: Proposed Molly Bannister Drive Extension Through Waskasoo Park
& Piper Creek

This letter is my plea to you to reconsider desecration of our beautiful park.

When I came to Red Deer more than twenty seven years ago I was told about the generous gift of a Mr. Bower of a substantial parcel of land including the above-mentioned. His only stipulation was that the pristine area would never be altered or changed by man. Please honor that covenant.

Few cities are blessed to have natural, untouched areas such as we have here. Surely no one's time is so limited that they don't have time to use 32 St. or the Delburne Road--a maximum of five minutes does not warrant desecration of the area in question. I would like to see the Delburne Road widened from Gaetz Av. to 30 Av. Both avenues, 30 and 40 have quick access to that road.

The security and protection of wildlife who inhabit the area must be considered too.

In closing I appeal to you to protect our priceless parks and not allow their desecration.

Thank you.

Sincerely yours,

Helen B. Quinn
Helen B. Quinn

September 30th, 1996

The Mayor & City Council,
City Hall,
RED DEER, AB.

RE: PROPOSED MOLLY BANNISTER DRIVE EXTENSION THROUGH WASKASOO PARK
AND PIPER CREEK

* * * * *

TO WHOM IT MAY CONCERN:

I have already submitted a signed petition in regards to the above-mentioned proposal, and this letter is in addition to the signed petition.

Destroying the Green Areas of Red Deer would be a disgrace and to whom's benefit would this extension pertain? It would be more feasible, and traffic-reducing, to declare the Delburne Road as the peripheral around Red Deer.

The widening of the Delburne Road (if required) would not impact on the property-owners in Bower, and would make a faster, less - time-consuming trip for those drivers heading towards the eastern end of Red Deer.

Living in West Park, I use the Taylor Drive over to the traffic lights west of the Delburne Road/Gaetz Avenue interchange, and then drive up Highway 2, cutting off all the traffic and the traffic-lights. I know from experience that circumventing a City's bottle-necks is not only less stressful, but easier on the gasoline consumption (having to stop and start and idle, waiting for a chance to continue through a traffic-tie up.

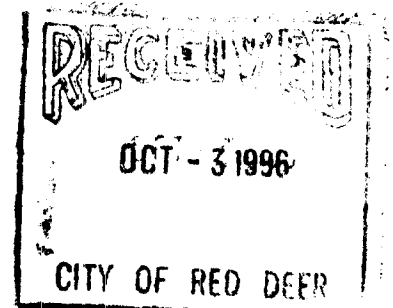
Hopefully those in authority will think more clearly on this issue and relegate the proposal to File 13.

Yours truly,

Lillian Fletcher

(Mrs.) Lillian Fletcher,
27 Wishart Street,
RED DEER, AB
T4N 5W2

Tel. No. (403) 346-0449





Margaret L. Roe
#33 2821 Botteri Cresc
Red Deer, AB T4R 2E5

Red Deer, Alta.
Sept. 28, 1996

To the Mayor & City Council,

Regarding proposed Molly
Barnister Drive Extension thru
Waskasoo Park & Piper Creek,
I just can't believe that our
elected Council would agree to
the desecration of our park
regardless of the opinion of
our learned engineers doing a
traffic study. You have already
made a ridiculous decision
in extending this road where it
is around a parking lot what
will not be used in ten years.
I am very much opposed
to this. I use the trails almost
every day & realize how much
this park is used & enjoyed.
I really have confidence
that you folks will not
go against the wishes
of such a large group of
people - after all we
are still a democracy.
Please listen to the people
who elected you.

Sincerely,
Margaret L. Roe

3405-55 Ave
Red Deer, AB
T4N 5L4.

Mayors City Council
City Hall.
Red Deer, Alberta.

Dear Friends:-

Please reconsider the proposed road extending Maely Banister Drive through Waskasoo Park and Piper Creek. I have walked the trails many times and believe they should be preserved for all time. Waskasoo Park was made for us and generations yet to come. Please let there be another way, other than desecration of this portion of the park

A concerned citizen

Dorothy Towns

RECEIVED

OCT - 2 1996

CITY OF RED DEER

Mayor of Red Deer
City Hall.

3405-55 one
Red Deer Alta
T4N 5L4

Re- Proposed extension of Molly Bannister Drive.
(Through Paper Creek & Waskasoo Park.)

Dear Mayor & Council

I have given this proposal considerable thought
and am very opposed that this extension would be
considered.

Molly Bannister starts at Gartz and only
runs south of Junnysbrook & Anders at this time.
The population is well served by 32nd.
Considering the main artery's into Red Deer are
67th (North) and 32nd south should #2.
they must handle a much larger traffic run than
trying to relieve 32nd.

As the city grows south and east a
larger artery such as Delburne road would
likely be needed.

Do not cut up our parks system with
a road through Waskasoo Park area.

I hope you hear the people's voice.

Yours truly
L. J. Farrow

25-9-1996
Mayor and City Council,
City Hall
Red Deer,
Alberta

Re: Proposed Molly Bonnister Drive
Extension thru Waskasoo Park
and Piper Creek.

This writing is to express my
and my family's strong opposition
to the above noted proposed
road extension.

My reasons to oppose are as
follows:

- Destruction of the park and
interruption of its continuity.
The beauty of Red Deer's park
system is the fact that it is
continuous, which allows the
trail system to exist. Interrupt
this with roads and the effect is
gone forever.

- I truly believe that the
extension is not needed. Not
even a consultant is going to
convince me of that. The proper
thing to do is to plan ahead and

upgrade the Delburne Road now, so
it can take care of additional east-
west traffic for a long time to
come

- Extending Molly Bannister will
re-create the traffic problems
in the Horizon Village area and
along Barrett Drive all over
again. Why do this, now that
this situation has just been
improved somewhat by last
year's changes east of Eaton's?
I pertinently disagree with any
road changes increase traffic
on residential streets, whether it
is a shortcut or not.

I trust you will make the
right decision in this matter.

Yours very truly

Hans te Stroete
447 Barrett Drive
Red Deer, Alberta
T4R 1M2

Hans te Stroete

Re: Holly Brister Extension

October 1, 1996

Dear City Council;

I am writing about the proposal of wrecking "unspoiled" land in order to speed up traffic.

After driving on Taylor Drive for a few months, I can assure you that people in this city have no desire to even do the speed limit, let alone save time.

I have only once been able to drive the limit on Taylor Drive. I was seriously wondering why you see a need for "saving time".

I AM AGAINST THE RAPE OF THE LAND FOR THE BENEFIT CARS!

Sincerely, Sheila McNamee
6114 Horn Street

Sheila McNamee

104901 - Barnes,
Lester
Sept 26 1996.

Mayor & City Council
Lester A.B.

Dear Mayor Furber & Council

I am writing to you to voice my objection
to the proposed Moody-Barnette Drive extension through
Washburn Park — what a pity!

A few years ago we thought of buying
in Horizon Village. How fortunate we changed
our minds.

Not only has the extended parking lot at
Bever taken away from the beauty of the
area but now you propose to continue with
the massacre of ~~Washburn~~ ^{Washburn} Park & Silver Creek.

How much time do you want to save
for one driving to work? I drove to work for
34½ years, not in Red Deer, but into congested
Cities.

I was never late once nor received a speeding
ticket.

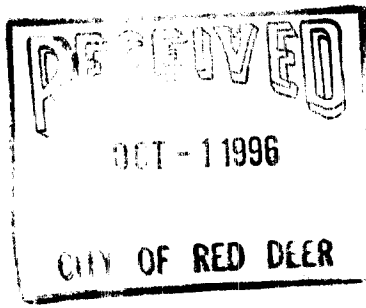
With the streets & roads we have I can get
from the S.E. end of the city to the N.W. end in
about 20 minutes.

Most of all lets keep our city the beautiful
place it is now.

Yours sincerely



ROY E. STEELE



Sept 23, 1996,
4901 Darrell Ave
Apn 1-10,
Red Deer, Alta.
T4N 6W2

Mayor & City Council
City Hall Red Deer Alta.
Dear Mr Surban Ladies & Gentlemen,

I would like to voice my
objection to the proposed
extension of Rally Demonstration Avenue
through Waskasieu Park

After spending a great deal of
money on 32nd St & with the
Wilburne Road, 30 Ave & 40th
Avenue - why do we need
another road?

What a dreadful shame to
ruin the loveliness of
Waskasieu Park. Our City is
becoming known as one of the
more beautiful Cities in
Canada. One of the chief
reasons for this is our

wonderful parks. To cut down
I destroy the trees and miss
up this park is a desecration.
There are too many beautiful
things being destroyed in
this world. Let Red Bank
remain the great city it is!

Respectfully submitted,

Ruby M. Steele

236 Ebert Close
Red Deer, Alberta
T4R 2C5

September 30, 1996

Mayor and City Council
City Hall
Red Deer, Alberta

Dear Mayor and City Council,

Re: Proposed Extension of Molly Bannister Drive

I am deeply concerned about the City of Red Deer considering the proposed extension of the Molly Bannister Drive through Waskasoo Park and Piper Creek.

Surely there is an alternative route to service the expansion of Red Deer to the south east.

One of Red Deer's greatest assets is our Park system. Once we start eroding that system, it won't be long until we have no Park system at all.

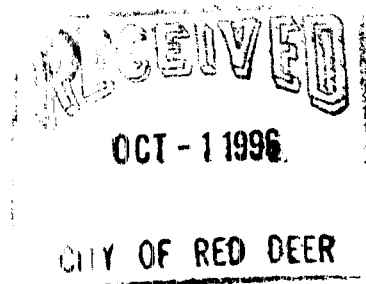
Please reject this plan, look for alternatives even if they aren't the fastest route from the south east to City Centre.

Yours truly



Doreen R. MacDonald

P.S. I am also concerned that budget cuts may jeopardize the beauty and upkeep of our parks. Sometimes, carefully planned tax increases are not a bad thing, if they are for the good of our community.



Sept 26 '96.

Mayor & City Council

I'm writing this letter in support of the Friends of Waskasoo Park.

Personally I have had the pleasure of seeing some of the different animals that live in our treed areas thru out Red Deer.

To Destroy natural habitat ~~so~~ more people can drive from one area to another is ridiculous.

Please do not start to destroy our special Area's in Red Deer, because somebody can not get from point A to point B. in 5 minutes.

Preserve our way of life for our future residents

DO NOT ALLOW THE DESECRATION
OF OUR PARK.

Yours Truly

Alan Alder

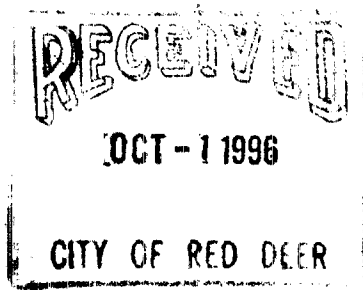
5502-41st

Red Deer, Alberta

T4N 1A7

RECEIVED

OCT-1-1996



4512 Waskasoo Cr.

Red Deer AB T4N 2M2

September 26 1996

Dear Mayor Surban and Council Members -

I ask that you and council members do not approve any extension of Macky Bonister Drive east across our Waskasoo Parks.

Considering that there most likely will be other proposals along our future which would jeopardize the integrity of our parks system it is important, I feel, that a complete stand against any infringement be taken forever. If not, bit by bit our parks will erode, be segmented, and our future generations will not enjoy the continuous complete linear parks system we have now.

I, you are, and I believe many other citizens, feel the quality of life offered by our parks are more important than getting from one place to another quicker - we will always want it quicker. Sincerely,
Bob Ferdstone

7 Spencer St.,
Red Deer, Alberta
Sept 25/96

Mayor - City Council
City Hall, Red Deer, Alberta.

Re Proposed Molly Bannister Drive Extension
From Waskasoo Park to Piper Creek.
We are in opposition to the proposed
road.

Sincerely
Hal Bjornson
Minnie Bjornson



4325 - 35 St
Red Deer.
T4N 0R2.

Re. Mally Bannister Drive Extension

Mayor & City Council,
City Hall, Red Deer,

I would like
to express my opposition to the
proposed extension of the Mally
Bannister Drive.

The park system in Red Deer
is very beautiful, & something that
should be protected for future
generations.

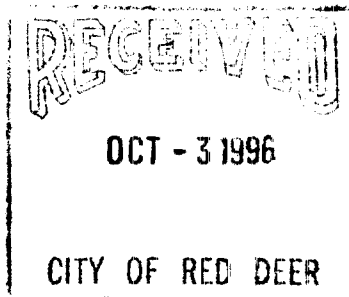
It would be gratifying to
yourselves, I would think, to be
remembered in future, as the Mayor
& Council who saved this area.

Thank you for your

We The undersigned do not want any
 highway through our Park system,
 as suggested a four lane highway, ^{through} ~~across~~
 Waskasieu Park, across Piper Creek, then
 south to the Bower farm.

| DATE | NAME | ADDRESS | postal code |
|-------------|---------------------|----------------------------|-----------------|
| July 22/96 | Sharon Hewlett | 4316-53 St. Cns. Red Deer | T4N 2E2 |
| July 24/96 | Gayle Smith | 62. Fleystaff Cns. R.D. | T4N 6V1 T4N 6V1 |
| July 24/96 | SCOTT & VES | 111 TOWNE CENTRE MALL | T4N-1Y9 |
| July 24/96 | BARRY BERGH | 60 Gillespie Cres. R.D. | T4R 2M8 |
| July 25/96 | KAY BOROVEC | 76 BROWN CLOSE R.D. | T4R 1K4 |
| July 25/96 | GLADYS HOLLENDER | R.R.#1 RED DEER | T4N 5E1 |
| July 25/96 | RACHEL SERVANT | 53-31 ALFORD AVE R.D. | T4R 1G9 |
| July 25/96 | Dianne Durell | 5345-42 AVE R.D. | T4N 2E2 |
| July 27/96 | BETTY BOURNE | 5942-60 AE Red Deer | T4N 4W7 |
| July 28/96 | Vanessa Parsons | 103 4730-54th St. Red Deer | T4N 2G3 |
| Aug 4/96 | Jacqueline Laguerre | 104 Rutledge Cres Red Deer | T4R-3K1 |
| Aug 5/96 | Trinda Gajer | 5337-42 Ave Red Deer | T4N 3N3 |
| Aug 5/96 | Wilkang Krieger | 17 McPhers St. R.D. | T4N 5T3 |
| Aug 5/96 | Dan Madlung | 34 Hannon St. R.D. | T4N 6G6 |
| August 8/96 | Elisabeth Robinson | 5337-44 Ave Red Deer AB | T4N-3J1 |

ETERNAL CRESCENT
 1000 10th St. N.
 Red Deer, AB T4N 1Y9



Sep 29/96

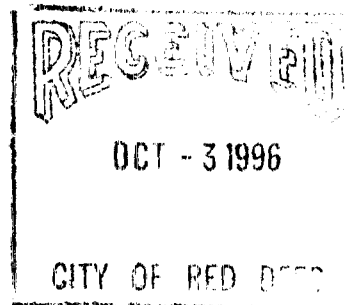
Mayor & City Council

I am fully opposed to this extension
of ^{the} Molly Samster Drive extension thru
Waskasoo Park and Piper Creek, be it
thru a tunnel or otherwise.

Once a road, then more houses
and apartments.

No, no, no. Please no

Thank You
A. J. Bullock.



Red Deer, Alberta
5334, 43rd ave
T4N #e4
Friday 27th September 1996.

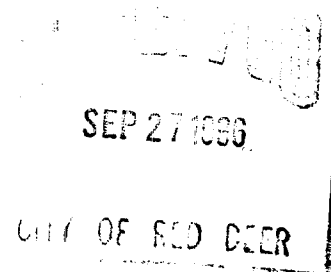
To The Red Deer City Council

To Whom it may concern.

I feel strongly that we should preserve our parks. These lovely natural parks are a big attraction to people who visit Red Deer especially to walk and bike these wonderful trails. The City is to be commended for building these lovely trails so people can enjoy our parklands to their fullest.. These trails and their surrounding areas are also a sanctuary of peace and beauty to all residents of Red Deer who wish to enjoy them. To open an artery of traffic with its noise and disturbance would be like inflicting a wound upon the heart and soul of our fair city, cutting this tranquil vein which supplies a flowing peace through the valleys of our city.

Yours truly

Margaret M Gudwin



PEGGY FREEMAN

28 Stewart Street
Red Deer, Alberta
T4N 0B6
(403)347-5372

September 30, 1996

Mayor and City Council
City Hall, Red Deer Alberta

Dear ladies and gentlemen,

What can be added to what has been already been said, to convince the Council to reconsider an extension of Molly Bannister through Waskasoo Park?

You know that the area is full of wildlife, which I suppose would die or move on. The crazy woodpecker can beat his head on another tree in another part of the Park. Other beautiful stands of spruce exist throughout the Park system. There is not any argument that is not emotional.

But where would the Park System be without emotion? Many people over the years have invested emotion and time and resources so that various areas were saved or reclaimed.

This happens to be our end of the Park (Sunnybrook) and we love it. I urge you in the strongest terms to leave this Park alone. I also know that roads must be built. Let's make the news as the City who dared to make people drive "the long way around", so that the Park and its inhabitants are left in peace.

I trust you will give this your most serious consideration.

Peggy Freeman



City Council

I just received the letter from
friends of Washington Park

I am a new resident in

your city and am definitely

against the relocation of Millay

Exposition drive through the

Washington Park. Why are you

are the beautiful trees that

have been there for years

I suggest you please to please

not to allow for more traffic

on any 53 street near the

way in the future. one of the

best off of 53 street and don't

have any problems with it

People are just in the way of a

way to get to their destination

admirably

Millay Branch

#1137 Station

14th 289

SEP 30 1958

CITY OF NEW YORK

359 Barrett Dr.
Red Deer.
Ab. T4R 1J1
Sept. 23rd

To Mayor and
City Council.

Dear Sirs,

I am very much against
the proposed Molly Bannister Drive
extension through Waskasoo Park
and Piper Creek.

I realise 32nd St. is
becoming a very busy one and
there is need for another alternative
but I feel there must be a
solution further south that
will not spoil the wonderful
natural area that the proposed
extension would cause for the
environment and wild life.

Please do not allow this
to take place. Thank you.

Eileen Leerd.

Sproule MacNaughton

Barristers and Solicitors

Kevin M. Sproule*
Pamela S. MacNaughton*
John A. MacNaughton
* denotes Professional Corporation

Our File No. P-

Your File No.

September 30, 1996

The Honourable Mayor Surkan
and City Council
City Hall
Red Deer, Alberta

Re: Molly Bannister Drive Extension through Waskasoo Park

I am writing to express my opposition to the proposed Molly Bannister Drive Extension through Waskasoo Park and Piper Creek.

I understand that there is great public opposition to this proposal and wish to add my name to what I'm sure is a long list of citizens who object strenuously to any road extension through our wonderful park system.

Yours truly,



PAMELA S. MacNAUGHTON

PSM/cml

September 28, 1996

Mayor & City Council
City Hall
Red Deer, Alberta

Dear Mrs. Surkan and Council Members:

Re: Proposed Molly Banister Extension Through Waskasoo Park

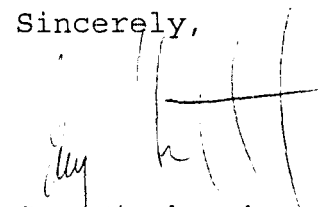
As a long time resident of Red Deer, I feel compelled to speak out regarding the above issue.

Several years ago when my wife and I started a family we decided that Red Deer was where we wanted to raise our children. This city offers an environment for children to grow up in that is unequalled anywhere. When our children have grown up, the same qualities will keep us here to enjoy our retirement.

The park system in Red Deer plays a very large part in giving Red Deer the qualities that make it a place people want to live. I am grateful to past managers of this fine City who have had the foresight to set aside resources to enhance the quality of life and make Red Deer the city it is today.

The proposed Molly Banister extension through Waskasoo Park would be a regressive project that I fear may set precedent for future development in Red Deer. We must do everything we can to protect our sensitive park system now, while we can. Once bits and pieces are given up to development, they are gone forever. I strongly feel that the ideal solution in terms of cost and infrastructure must yield to the ideal solution for our parks. If this means a less convenient route and a higher property tax bill, so be it.

Sincerely,



Guy Hitchcock
4505-35th Street Cres.
Red Deer

SEP 28 1996

CITY OF RED DEER

September 25 1996

The Mayor and City Council
City Hall
Red Deer, Alberta

Kathy Sandulak
#5 Mc Cune Ave.
Red Deer, Alberta
T4N 0H5

**Re: Proposed Molly Bannister Drive Extension through Waskasoo
Park and Piper Creek**

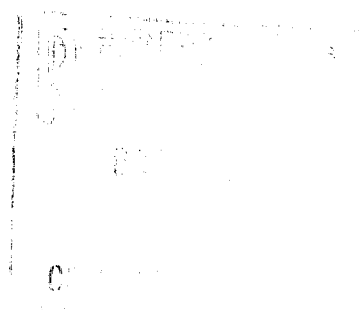
I am writing to inform you, as a citizen of Red Deer, I am **OPPOSED**
to this proposal.

Routing traffic through a park and creek system, will not be in the
best interests of the people of Red Deer or its' wildlife. There must be a
more reasonable solution offered, in order to direct traffic around this
area.

Sincerely yours,



Kathy D. Sandulak



September 25 1996

The Mayor and City Council
City Hall
Red Deer, Alberta

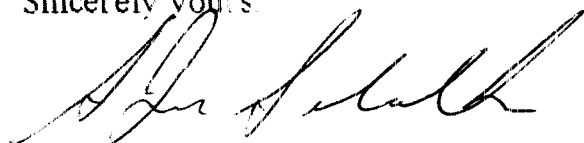
Irvin Sandulak
#5 Mc Cune Ave.
Red Deer, Alberta
T4N 0H3

**Re: Proposed Molly Bannister Drive Extension through Waskasoo
Park and Piper Creek**

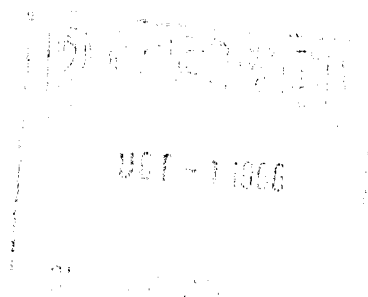
I am writing to inform you, as a citizen of Red Deer, I am **OPPOSED**
to this proposal.

Routing traffic through a park and creek system, will not be in the
best interests of the people of Red Deer or its' wildlife. There must be a
more reasonable solution offered, in order to direct traffic around this
area.

Sincerely yours,



S. Irvin Sandulak



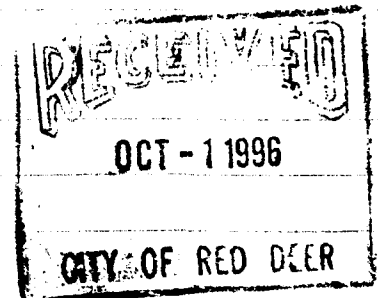
Sept. 29, 1996

Mayor and city council
City Hall
Red Deer, Alberta

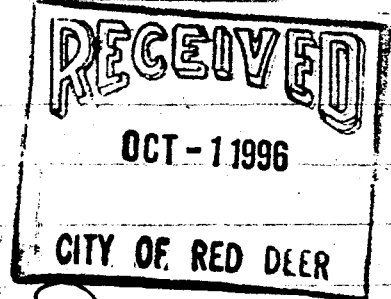
Dear Mrs. Surkan and Council:

I'm writing to tell you my thoughts about the road that might go through Waskasoo park. I don't want the road to go through Waskasoo park because my family and I like to bike there. I am also concerned about the wild life. Some animals will lose their homes. If you make a road through the park it will pollute the air. Animals will go away and people won't have a place so natural and beautiful to have picnics.

Sincerely yours,
Shannon Hitchcock



To: Mayor & City Council
City Hall,
Red Deer, Alberta.



Re: Proposed Molly Bannister Drive
Extension through Waskasoo Park
and Piper Creek.

Please Stop and Think before you ruin
our beautiful quiet area. So many people
enjoy the park and many paths, you have
already spent money on by Piper Creek.
You have enough streets running East and
West across the City without bringing
more noise and traffic to this area.

To my knowledge you will be having the
traffic very near to people's homes, who a few
years ago, no doubt were encouraged to buy
where it would always be quiet near the Park
& Piper Creek so they could enjoy the beautiful trees
and wild life. I have seen deer along those
paths, and many birds.

Could it be that this extension would in no way
affect the property of those who are so deeply
in favor of this extension?

I wish to emphatically let you know I am against
your proposal.
"A Friend of Waskasoo Park"

Sept. 25, 1996

4639-47 LT.

Red Deer. Ph. 346-2403

City Council,

In regard to the building of a four lane street east from Molly Bandster Drive:

Please don't do it! I heard a gentleman say "You don't have to go to Banff anymore. We have wilderness to visit in our own City."

The proposed site is such a fine secluded area of genuine beauty that it must not be disturbed!

I know the concerns of our excellent street builders, but five minutes more on a trip somewhere can easily be managed.

Sincerely

H. Kathleen Taylor

cc Mayor
Councillors
Director of Eng. Services
Public Works Manager 98/09/26 *sk*

SEP 26 1996

SEP 26 1996

August 27, 1996

Honorable Mayor Gail Surkan :

I am writing to you today in regards to the proposed extension to Molly Banister Drive. I could not be more against this proposed extension if it cut across my own front lawn, and there are many reasons behind my outraged reaction.

When I first heard of this proposal, I wondered if the people who created it had ever been down in the area. What about the wildlife? A road through this area would severely cut up animal habitat, and the effects of pollution and the noise of traffic cannot be ignored. We have already witnessed these detrimental effects with the 32nd street-Piper Creek bridge. I strongly believe that another road in this area would completely destroy the most precious attraction of this whole area for humans and wildlife: peace and quiet.

Is this road even necessary? No. I think it is not. I grew up in Sunnybrook and I can honestly say that the few minutes extra that it takes to drive around this park is far better than this alternative. For years I have cut up to the Delburne Highway (19th Street) or driven around on 32nd Street with no ill effects. I have found that it takes just 3.5 minutes to drive to Bower via 19th Street, and 8 minutes at the most to get to Bower Mall via 32 nd Street. This is a minor inconvenience, especially in comparison to the distances I have driven on a daily basis in larger cities.

I think it is pertinent to mention that in the three major cities that I have lived in green space like this has become a limited commodity in high demand. Anyone who has seen the number of people that use Calgary's Prince's Island Park, or witnessed the high activity along the trail system along Edmonton's North Saskatchewan River, or become one of the many people seeking a nature break along the Sea Wall lining Stanley Park in Greater Vancouver can appreciate the inestimable worth of these park areas. Given that Red Deer is a growing city, the number of people who use and value our many natural park areas will only increase as we have seen in other centers. Therefore, breaking up an established park is pure folly. How many more studies need to be done to prove what we already know, that people need quiet, green areas to recuperate from the effects of living in cities? We should preserve what we have, not only for the present, but in preparation for the future.

I strongly believe that an extension to Molly Banister Drive is unnecessary and that the detrimental effects far outweigh any benefits. This proposed shortcut is merely shortsighted.

Sincerely,
Marianne Graff

42 Sherwood Crescent
Red Deer, AB T4N 0A3
August 30, 1996

Mayor Gail Surkan
Box 5008
Red Deer, AB
T4N 3T4

Dear Mayor Gail Surkan,

I am writing this letter to protest the proposed expansion of Molly Banister Drive. My reasons for objecting include the following.

I have lived in the southeast corner of Sunnybrook since 1967 and have truly appreciated the quiet aspect of this part of the city. Over the past few years the expansion of the city to the east has brought an expected increase in traffic along 32nd Street, the Delburne Road and 40th Avenue, to the extent that we are now hearing a steady hum of traffic at all hours. The creation of a major east-west street within a very short distance of my back yard will bring about a major increase in traffic noise and will also, no doubt, have an adverse effect on property value. I strongly resent that my tax dollars will be spent on such a project.

My second reason for objecting to this street expansion is the fact that it will cut through a natural area which is the home of birds and animals and is a natural pathway used by animals to reach the river valley. The trail and park setting along Piper Creek is used and enjoyed as an important part of their recreational needs by many residents of this area.

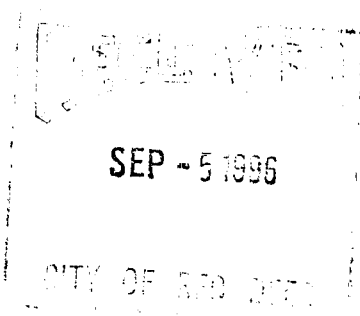
Before moving to Red Deer, we lived in Saskatoon where we were bombarded by a "Saskatoon the Beautiful" campaign. We made a conscious effort to explore the city in search of the proclaimed beauty and found only the area along the river near the university and the university campus worthy of the claims in the ads. When we moved to Red Deer we were astonished to find ourselves in a city with so much natural beauty that was so taken for granted by the residents that it was never mentioned. I believe that by extending Molly Bannister Road, we will lose a very unique part of our city to the noise and exhaust fumes of a street that is not needed.

Toronto has just spent vast amounts of money to restore the old harbour area to a more people friendly lake front. Other cities have had to build parks from scratch. Red Deer is so fortunate to have so much natural beauty. Please consider this letter a plea to not destroy this green area when a short jog either north or south from Bower Mall will place the motorists on an east-west street.

Yours truly,

M. L. Graff
Marguerite Graff

c.c. Tom Warden
Roy Porkka



152 Barrett Drive
Red Deer, Alberta
T4R 1J3
September 14, 1996

Red Deer Mayor and Council
c/o Ms. Gail Surkan, Mayor
Red Deer, Alberta

SEP 17 1996

CITY OF RED DEER

Dear Ms. Surkan,

RE: BOWER WOODS

Much discussion of extending Molly Bannister Drive through Bower Woods has once again resurrected. Please allow me, as a citizen of Red Deer, to express my objection to such an "unforgiving" project.

Firstly, have you read the board on the entrances to Bower Woods, which is part of Waskasoo Park? I have. No where in the statement does it indicate that the Bower Family wish the woods destroyed with a road and/or street. Part of the statement is "Dedicated to all the wild creatures that still thrive amid the spruce forest near the creek in the very beautiful Bower Woods..."

What a beautiful area it is. Walking along and through Bower Woods daily, is truly a marvel. Red Deer citizens are so fortunate to have such serene and natural area within its city. I am wondering if you have taken the time to enjoy the trail. The beautiful trees and wild flowers, especially the Alberta Wild Rose, grace the woods. The running creek only adds to the majestic scenery and sounds. Have you seen the fox with her kits frolicking about or the fawn with its mother? Have you seen the many squirrels dashing up the trees or the birds singing their joys? Have you stood on the bridges or sat on the benches to just take all this marvel in? Have you walked here in early morning to take in the sunrise with the glistening light through the waving trees or the echoing sounds in a light mist? Have you enjoyed a wild raspberry? For me it is such a serene and comforting start to my day.

May I offer some alternatives. Widen 32nd Street, at the avenues for right and left turns, and Delbourne Road. Either way you are only a few blocks(4 or 5) from Molly Bannister Drive. Many cities go around Parks to maintain their viability. Widen 30th and 40th Avenues to Delbourne Road. I find it faster to take Delbourne Road to these Avenues when I am going to the east end of the city. Traffic lights grace this city. Synchronize them so that the flow of traffic is continual.

In conclusion, I thank you for allowing me to voice my concern of "saving" and "preserving" Bower Woods as it stands now. I hope that the issue of extending Molly Bannister Drive through Bower Woods will NOT be approved and be forever put to REST.

Sincerely,

Dorothy Cocks

Dorothy Cocks

CC Mayor
Council (or)
Dir. Develop. Services
Dir. Comm Services
96/09/17 *AK*

To: The Mayor and City Council.
City Hall,
Red Deer,
Alberta.

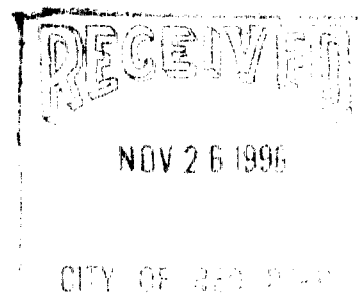
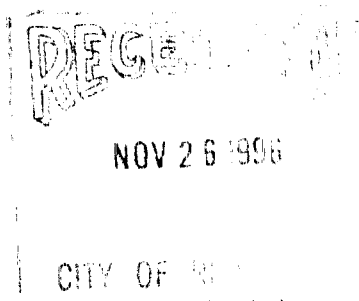
**Re: Proposed Molly Banister Drive Extension Thru Waskasoo Park
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The desecration of this area that would be necessary for such a corridor is far too great when alternate routes are available, probably at equal or less cost. (i.e. the widening of Highway 595). The destruction of much wildlife habitat should be a matter of great concern, and is in direct opposition to an avowed intention that council is looking to the future.

For these reasons, I wish to register my objection to this proposed extension by the above noted route.

Respectfully,
Victor & Mabel Rehn.
#54-2821 Batteril present
Red Deer AB. T4R 2E5
phone 346-2777.



To: The Mayor and City Council.
City Hall,
Red Deer,
Alberta.

**Re: Proposed Molly Banister Drive Extension Thru Waskasoo Park
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Respectfully,

M. E. Chapman

*M. E. Chapman
44 2821 Bolterill Cres.,
Red Deer
T4R 2E5*

RECEIVED

NOV 29 1996

CITY OF RED DEER

To: The Mayor and City Council.
City Hall,
Red Deer,
Alberta.

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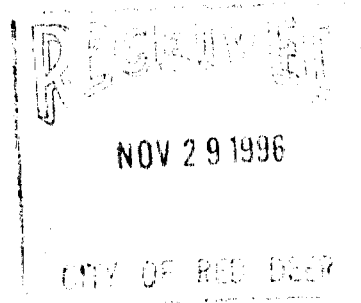
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Respectfully,

Donna Susan Fidler

23-2831 Bottineau Cres. Red Deer T4B-2E5



To: The Mayor and City Council.
City Hall,
Red Deer,
Alberta.

**Re: Proposed Molly Banister Drive Extension Thru Waskasoo Park
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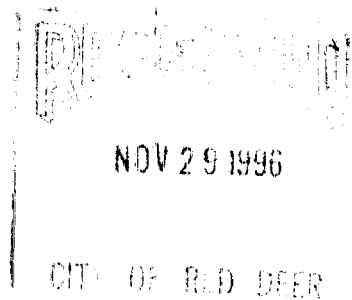
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Respectfully,

Mary M. Pollock
#47-2821 Bitterill Cr. T1X4Z85
RED DEER



November 26, 1996

The Mayor and City Council,
City Hall,
4914 48 Avenue,
Box 5008,
Red Deer, Alberta.
T4N 3T4

**RE: PROPOSED MOLLY BANISTER DRIVE EXTENSION
THROUGH WASKASOO PARK AND PIPER CREEK**

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Respectfully,

Norma E. Gastrell

Norma E. Gastrell,
#25, 2821 Botterill Crescent,
Red Deer, Alberta.
T4R 2E5

RECEIVED

NOV 29 1996

CITY OF RED DEER

November 26, 1996

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City Hall,
4914 48 Avenue,
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Red Deer, Alberta.
T4N 3T4

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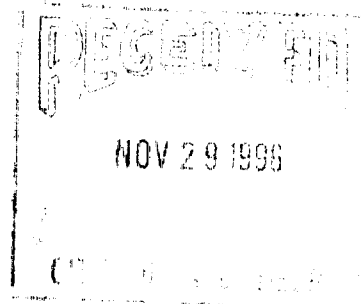
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Respectfully,



C.F. Gastrell,
#25, 2821 Botterill Crescent,
Red Deer, Alberta.
T4R 2E5



To: The Mayor and City Council.
City Hall,
Red Deer,
Alberta.

**Re: Proposed Molly Banister Drive Extension Thru Waskasoo Park
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Respectfully,

Margaret Cooke
Margaret L. Cooke

1 2821 Botterill Cres
Red Deer AB T4R 2E5
403 - 346-2208

NOV 28 1996

To: The Mayor and City Council.
City Hall,
Red Deer,
Alberta.

**Re: Proposed Molly Banister Drive Extension Thru Waskasoo Park
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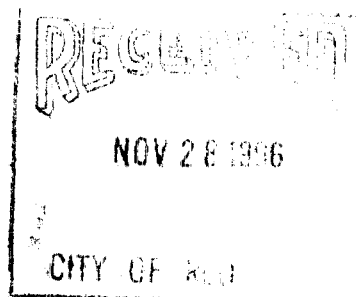
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Respectfully,

Wilhelmina A. Vance

35-2821 Bottenell Crescent

Georgetown Village
Red Deer,
T4R 2E5



To: The Mayor and City Council.
City Hall,
Red Deer,
Alberta.

**Re: Proposed Molly Banister Drive Extension Thru Waskasoo Park
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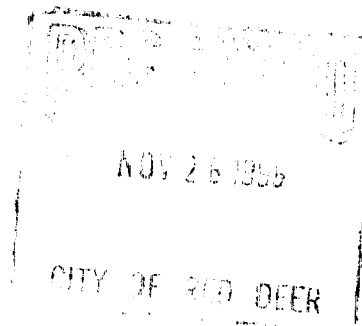
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Respectfully,

Gilda Hamill
2421 Botterill Cr. #4 Red Deer AB.
T24 2 E5



To: The Mayor and City Council.
City Hall,
Red Deer,
Alberta.

**Re: Proposed Molly Banister Drive Extension Thru Waskasoo Park
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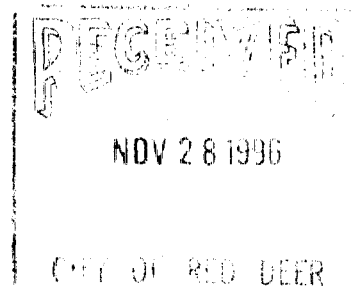
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Respectfully,

Rosetta Thompson
Horizon Village



To: The Mayor and City Council.
City Hall,
Red Deer,
Alberta.

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Respectfully,

Art Wegner

Art Wegner

RECEIVED
NOV 28 1996

CITY OF RED DEER

To: The Mayor and City Council.
City Hall,
Red Deer,
Alberta.

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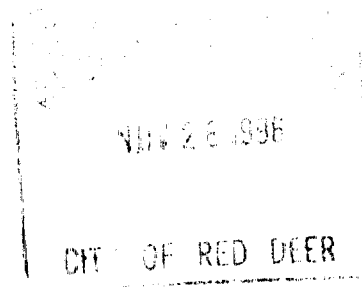
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Respectfully,

Charles Barber

Steve Barber

#51 2821 BOTTERIAN CRES -
Red Deer
T4R 2E5



To: The Mayor and City Council.
City Hall,
Red Deer,
Alberta.

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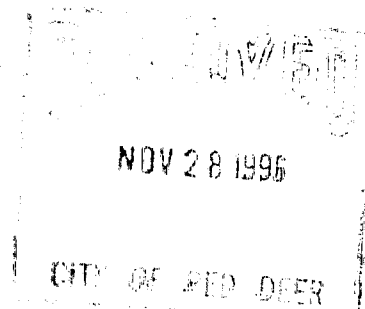
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The recreation area provided by bike paths, benches along the creek etc. is of much value & used by many.

For these reasons, I wish to register my objection to this proposed extension by the above noted route.

Respectfully,

F. Anne Johnson
40-2821 Botterill Cr.
Red Deer, AB T4R 2E5
Ph 340-0198



To: The Mayor and City Council.
City Hall,
Red Deer,
Alberta.

**Re: Proposed Molly Banister Drive Extension Thru Waskasoo Park
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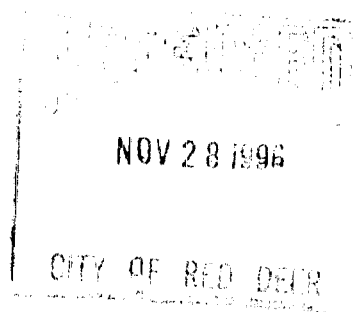
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Respectfully,

Bette Hoppins

Houzon Village of

77 homes.



To: The Mayor and City Council.
City Hall,
Red Deer,
Alberta.

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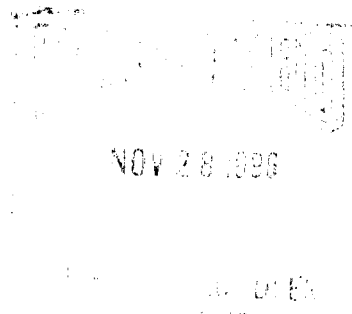
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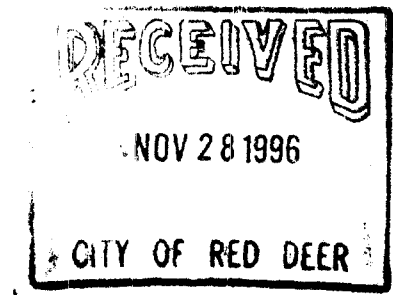
Respectfully,

J.M. MacEachern

#46-2P21 Batterill Cres



To: The Mayor and City Council.
City Hall,
Red Deer,
Alberta.



**Re: Proposed Molly Banister Drive Extension Thru Waskasoo Park
and Piper Creek**

Please be advised that I wish to register my concern and objection to the proposed extension of Molly Banister Drive through Waskasoo Park and Piper Creek. At a previous meeting attended by representatives of council and local residents, we were advised that it was the city council's intention to "look to the future". The proposed route for the Molly Banister Drive extension appears to have been proposed without due attention or consideration to the future of Waskasoo Park and Piper Creek areas.

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For these reasons, I wish to register my objection to this proposed extension by the above noted route.

Respectfully,

Gweneth Whitmore
12-2821 Batterie Crescent
Red Deer, AB
T4R 2E5

Nov 23 1996

To: The Mayor and City Council.
City Hall,
Red Deer,
Alberta.

**Re: Proposed Molly Banister Drive Extension Thru Waskasoo Park
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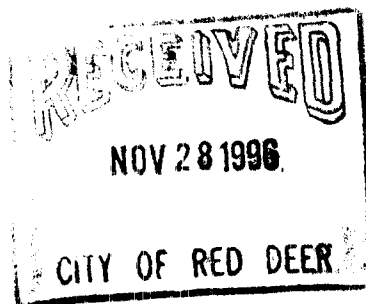
Respectfully,

L. M. Rasmussen

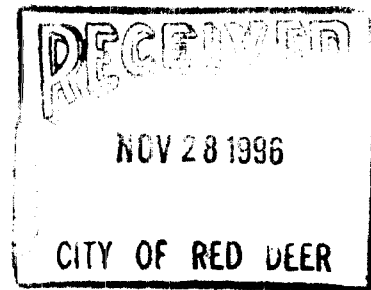
S. Red Deer resident



L. M. RASMUSSEN
#32, 2821 BOTTERILL CRES.
RED DEER, ALBERTA
T4R 2E5



To: The Mayor and City Council.
City Hall,
Red Deer,
Alberta.



**Re: Proposed Molly Banister Drive Extension Thru Waskasoo Park
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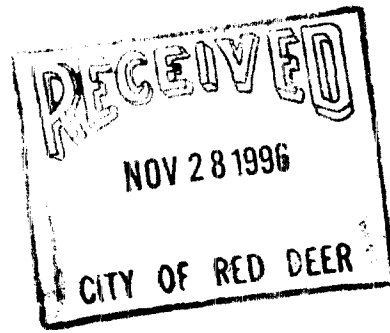
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Respectfully,

Andrew V. Vallee
68-2816 Batterill Cres.
Red Deer, Ab. T4R 2H7.

To: The Mayor and City Council.
City Hall,
Red Deer,
Alberta.



**Re: Proposed Molly Banister Drive Extension Thru Waskasoo Park
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Respectfully,

Dan Crappin

41 2831 Brusterill Cr

Red Deer T4R 2E5

347 7917

To: The Mayor and City Council.
City Hall,
Red Deer,
Alberta.

**Re: Proposed Molly Banister Drive Extension Thru Waskasoo Park
and Piper Creek**

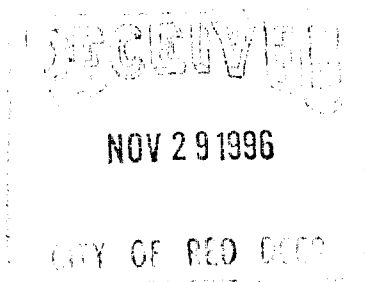
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For these reasons, I wish to register my objection to this proposed extension by the above noted route.

Respectfully,

Mrs. Muriel E. Telt
#53-2821 Bottrell cr
Red Deer,
THREES



To: The Mayor and City Council.
City Hall,
Red Deer,
Alberta.

**Re: Proposed Molly Banister Drive Extension Thru Waskasoo Park
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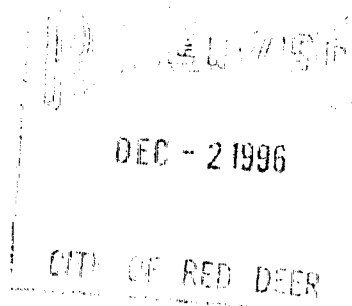
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Respectfully,

R. J. Forster
#66-2816 Bottrell Cres
Red Deer



To: The Mayor and City Council.
City Hall,
Red Deer,
Alberta.

**Re: Proposed Molly Banister Drive Extension Thru Waskasoo Park
and Piper Creek**

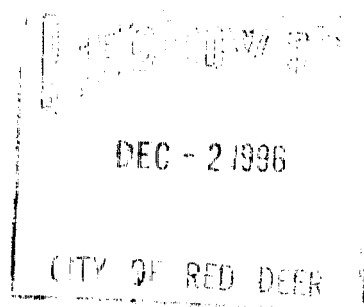
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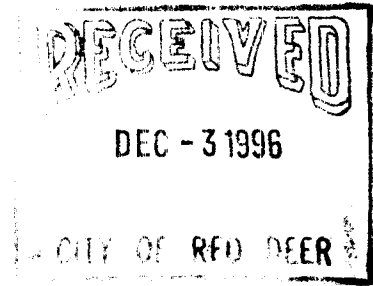
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Respectfully,

Mr. Chris Shumler
10-2821 Batherill Cr.
Red Deer AB T4R 2E5.



To: The Mayor and City Council.
City Hall,
Red Deer,
Alberta.



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Respectfully,

Margaret Cameron

67-2816 Batterill Cr.

Red Deer, Alta T4R 2H7

To: The Mayor and City Council.
City Hall,
Red Deer,
Alberta.

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Respectfully,

H. Ray M. Ewen

Jean E. M. Ewen

39 - 2821 Bottlesill Cres.
Red Deer Alberta.

RECEIVED

DEC - 3 1996

RECEIVED

To: The Mayor and City Council.
City Hall,
Red Deer,
Alberta.

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Respectfully,

B.A. Sims

Jeanne Sims

DEC - 4 1996

CITY OF RED DEER

To: The Mayor and City Council.
City Hall,
Red Deer,
Alberta.

**Re: Proposed Molly Banister Drive Extension Thru Waskasoo Park
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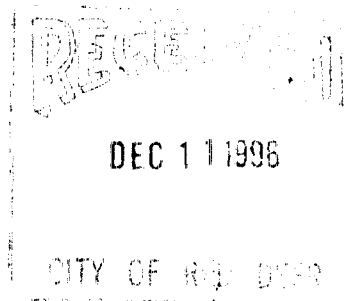
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Respectfully,

Mary L. & Russell J. Gair
H2 2821 Bottrell Crescent
Red Deer



To: The Mayor and City Council.
City Hall,
Red Deer,
Alberta.

RECEIVED

DEC 11 1996

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Respectfully,

Marion Zinken 347-4125

17 2816 Batterail Cr.

I am very opposed to a road through Waskasoo Park.

- 1. It will only be another roadway to clear off snow and where will it be dumped or stacked in the park?*
- 2. It would be more feasible to widen the Centrium Rd (Highway 595) leading west & east of the city which is rapidly growing*
- 3. A ring road around the city in a few years (starting 30th Ave past Centrium to 30th Ave) could later be developed into a future ring road.*

THINK WAY AHEAD

NOT JUST FOR TOMORROW!

Ps. Tax money is low for clearing roads now why build another one to clear? M. Z.

640-157A

CC: Mayor
Council/hrs

96/12/18

Red Deer, Alberta
July 11, 1996

Mr. Ron Haskop
Engineering Department
the City of Red Deer
4914 - 48 Avenue
Red Deer, Alberta, T4N3T4

Dear Mr. Haskop,

We (Ruth Brown and Dorothy Brown) are the owners of the quarter section (NE-4-38-27-4th) the proposed extension of Melly Bonister Drive would cross. This land has been in the family for over 90 years. We live in this quarter and it is the home base for our Car - Golf. Operators. We would be very reluctant sellers.

Is there a need for the road?

① 28 St. would be only 4 blocks from 32 St. and the Bellman Road $\frac{3}{4}$ mile away.

② In the near future no development has been planned along this proposed road. We believe addition to this quarter are not available without a great deal of expense.

Environment - The best spruce along Liper Creek would have to be cut down. There is abundant wild life in the area. And I would like to stress this point. The beauty and integrity of the creek valley from 32nd St. to the Delburne Road will have more value in the future than a road to cut 5 minutes off travelling time to the Shopping Centre. One cannot put a dollar value on an area such as this.

The land east of 40th Avenue has no natural areas that can be used for parkland in future subdivisions. Here is a quarter section with a creek, ravine and many trees. Some of these trees we have planted and cared for ourselves. It is our sincere hope that, in the distant future, when the area is developed and roads are then required, much of the present treed areas will be kept. The area involved in the proposed Molly Banister extension road is part of this treed area.

As Red Deer continues to grow, will traffic routes change? In the mid seventies the City's plan was to upgrade 40th Avenue to connect with a new bridge near Gaety Sanctuary. But the City was growing faster than earlier expected. Fortunately the plan for the main road was changed to 30th Avenue and a new bridge built at 67th Street.

Now, considering (a) the development south of Red Deer such as Costco and other businesses, (b) the good access to Taylor Drive and (c) the increasing use of the Centrium, would not an upgraded Delburne Road alleviate a lot of congestion and be a better solution to many of the traffic problems?

We were pleased to see a good turnout at the meeting in the Bower Community Hall on June 24th and that the people present were given an opportunity to express their opinions.

Yours truly,

Dorothy I Bower
Ruth C. Bower

CC: Mayor
Councillors
Eng. Dept. Manager

96/12/30
KK

Rod Church
4 Broughton Cres.,
Red Deer, Alberta, T4R 1L8
Dec. 18, 1996

City of Red Deer, City Clerks Dept.,
Attn: Mayor and Council
P.O. Box 5008
Red Deer, Alta.
T4N 3T4

Mayor and Council:

Why does the subject of extending Molly Bannister Drive to the east keep resurfacing? City residences have long realized their unique and extensive park system is far too precious to be amputated by thoroughfares for the sole purpose of saving a couple of minutes on a shopping trip. If the 67st.-30ave. is being made into a continuous four lane road, would it not cost less money to widen 19st. (Delburn Rd.). This would also help to move traffic coming from the east to disperse early on its way to the Red Deer grid. Why are two main roads needed only six blocks apart and where will Molly Bannister Drive go west of Talyor Drive? It seems that it will not be a good road for moving traffic throughout the Red Deer grid.

Resistance to the roadway extension has grown since it was first introduced 14 or so years ago. At a town hall meeting at the Bower Kin Center on June 24, 1996 which was attended by approximately 100 people and almost all were opposed (some vehemently) to this proposal. This roadway would cut through a natural wooded area and follow the creek on the south-east bank before wondering off to the south of Sunnybrook subdivision.

When the city sold part of the park to the Bower Mall was not the money from the sale to go to purchase land on the south-east corner of Piper Creek for the purpose of a park? Has this happened? Will the City of Red Deer have an environmental assessment of this area before going any farther with its plans? Why does the city not require more public input on rezoning its park system?

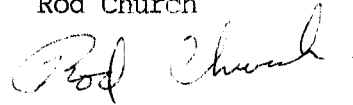
The city council is considering saving a road right-of-way through the park system. If this goes ahead the road will be built one day

because it will be too inviting to incorporate the plan into subdivision plans that are not developed yet. The city must put a lot of thought into its long term transportation plan for the entire city. While Molly Bannister Drive is of immediate concern it is not the only one. The city needs to release more information on its entire long term transportation plan, particularly the north bridge crossing at River Bend Golf Course.

Thank you for your time.

Sincerely,

Rod Church

A handwritten signature in cursive script, appearing to read "Rod Church", written in dark ink.

24 Brown Close
Red Deer, Alberta T4R 1K4
November 29, 1996

Red Deer City Council
City Hall
Red Deer, Alberta

Dear Council Members:

Mayor Surkan

Submitted To City Council
Date: *Dec 16/96*

We wish to address Council regarding the issue of whether to consider extending Molly Banister Drive across the south end of the Piper Creek Bicycle Park. Much has been said already about the foolishness of such a road, and we would like to add our strong objection as well, beginning with the whole concept of roads through parks. Must we be slaves to our cars? Isn't it much more important to sustain what few natural areas we have left, to improve the quality of our city and our lives, and to enjoy some areas of solitude and tranquility? Or is it better to sacrifice all that in order to shave 4 or 5 minutes off our commuting time in a city where you can go anywhere in 15 minutes?

In addition to these points, which have been made by others as well, we would like to concentrate on some more practical aspects of this situation.

Location

We find it inconceivable that the southeast corner of Red Deer is going to grow SO much that a six-lane 32nd Street and a four-lane Coal Trail will be unable to handle all the traffic. However, if one insists on believing it will, then a third east-west route between them is inevitable. But since Molly Banister Drive is nowhere near the midpoint between the existing corridors, we cannot understand why it is the "chosen" route. It makes no sense to add a new major corridor so close to an existing one.

Timing

We suspect there may be other factors at work, and evidence of this can be found on Molly Banister Drive itself. We made the point at the Festival Hall information meeting that it is easy to believe someone at City Hall intends to extend Molly Banister Drive long before there is any significant growth in the southeast corner of town. The positioning of a four-lane roadway pointed straight at the park and then coming to an abrupt stop is highly unsubtle.

Motivation

The only conceivable reason for this is that the Bower Place Mall is exerting pressure at some level for the city to provide more access to their facility. If this is the case, then there are at least two very practical alternatives to using Molly Banister Drive. The first is to extend Bennett Street instead. This would provide direct access to the south side of the mall rather than the north side, and it would be easy to expand to four lanes (by taking a strip off the mall's parking lot) if two lanes were deemed insufficient. In addition, it already runs clear through to Taylor Drive, and it would require a much gentler curvature on the east side of Piper Creek than does the proposed Molly Banister extension.

The second is to provide the mall with direct access from 32nd Street by extending 47th Avenue through the so-called Sunnybrook Farm "museum" and have it connect to Molly Banister via the existing Botterill Crescent. It could even be continued directly into the mall parking lot, if that's what they want. Of course, this would force the "museum" to move to the east slightly, but this would inconvenience far fewer people, and for a much shorter time, than would the destruction of the bicycle trails. It would also be infinitely easier to restore the farm to its current state (but in a modified location) than it would be to salvage the park from the effects of a four-lane road cutting through it.

Summary

Wherever this throughway is constructed, there is no doubt that the flow of wildlife north of the roadway will be severely curtailed and the serenity of the locale will be destroyed. It's true at 32nd Street and it will be true for the new street as well. However, both these features of our trails-system, which has long been a high-profile feature for the city of Red Deer, *can* be preserved by the simple act of NOT PUTTING A ROADWAY THROUGH IT.

If it must be done, however, there are at least two viable alternatives to the Molly Banister proposal:

1. Bennett Street

- because it is nearer the midway point between 32nd Street and the Coal Trail
(if the motivation is traffic volume)
- because it still delivers traffic directly to the mall parking lot
(if the motivation is mall access)

It also provides direct access to Taylor Drive to the west, and a more direct access to the extreme southeast corner of the city than does the Molly Banister proposal.

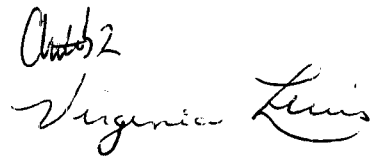
2. 47th Avenue & Botterill Crescent

- because it still delivers traffic directly to the mall parking lot
(if the motivation is mall access)

This will inconvenience the old Bower farmstead (now called Sunnybrook Farm) somewhat, but only temporarily until they can move a few metres to the east.

We urge you to consider these points and abandon this foolish, unnecessary, and counter-productive notion. Please agree with us that more roadways are not and will not be needed, and that the naturally-forested Piper Creek Park is not expendable...especially when there are alternatives. Thank you.

Sincerely yours,

A handwritten signature in cursive script, appearing to read "Arthur & Virginia Lewis".

Arthur & Virginia Lewis
342-0732

COUNCIL MEETING OF DECEMBER 16, 1996

ATTACHMENT TO REPORT ON OPEN AGENDA

RE:

**Public Comments #2
Transportation Master Plan Update**

December 5, 1996

Mayor & Councillors
City of Red Deer
P.O. Box 5008
Red Deer, AB
T4N 3T4

Dear Mayor and Council Members:

RE: ACTIVE TRANSPORTATION PLANNING

My name is Bob Johnstone. I am a city resident who bicycles all over Red Deer. I am a member of the Central Alberta Bicycle Club, a board member with Alberta Trail Net, a provincial organization dedicated to promoting the development of a network of linked recreational trails and greenways throughout Alberta and the TransCanada Trail. I have had contact with Better Biking Red Deer and the U-Bike Program. A group of us would like to see the City of Red Deer establish an "Active Transportation Team" comprised of City and community representatives which would update our Red Deer Bicycle Master Plan (1987) and make other recommendations to promote non-motorized transportation and a "bicycle friendly" Red Deer.

Active transportation is simply getting from one place to another on one's own power through walking, bicycling and now, inline skating and skateboarding. Most European countries have had active transportation plans as a part of their transportation and urban planning for years, so many of their citizens are bicycling and walking. This alternative and complementary form of transportation planning came as a result of the side effects from the growing importance and use of the automobile which has affected our psyche, our way of living, and the design of our communities. Larger metropolitan areas have had to deal with serious loss and change of inner-city life, air pollution and loss of physical activity for its citizens.

Active transportation planning has two mutually reinforcing objectives. To promote physical activity as a part of a healthy lifestyle, and to conserve and protect our environment. We are fortunate in our city to be in the position to plan now to avoid what others have suffered and endured and, in the process, contribute to the quality of life of our community. We have done some planning with signing some streets for bicycles, our new U-Bike Program, and bicycle racks attached to four city transit buses. The major plan would be to address bicycle safety on streets that provide direct access to major places of work, shopping, education and entertainment throughout the city. This would entail a review of all existing major roads to determine the requirements and costs of providing pathways within transportation right of ways.

.../2

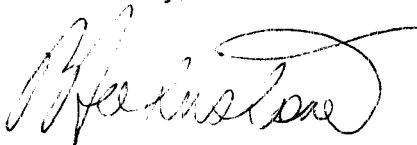
We already have many of our citizens doing recreational bicycling, walking and inline skating on the trails of our marvelous Waskasoo Park. Many of these recreational users would become commuters if they had safe and direct ways to reach their destination. Environico Research states that three-quarters of Canadian (73%) indicated that they would be definitely (49%) or somewhat (24%) willing to walk or ride a bike instead of driving for two additional trips a week. Experience has shown that once people start bicycling, many of them will want to do more and would commute three to five times a week. These cyclists will also, over time, bicycle further. Effective commuting by bicycle is not limited to short trips within a few blocks. Even at a relatively modest pace of 12 km per hour, a trip of one-quarter hour or more yields a convenient commuting range of at least 3 km. According to Stats Canada, 88% of people commute to work by auto. Daily commuting to and from work and travel related to workplace accounts for the major share of overall trip generations which active transportation could reduce.

Active transportation will reduce costs. The average annual price tag for owning and operating a car is \$7,000 (1995 figures); however, the actual cost is much higher. A recent transportation study (Transport Concepts Inc.) shows we spend roughly \$3,000 per year more per car owner through tax money for building roads, maintaining those roads, for the dollars for traffic control and emergency services, the cost of accidents and related health care and then the tax money lost to land paved over for roads, company parking spots and even free lots at your nearby mall. It adds up to \$10,000 per year. It costs \$150 per year to own and operate a bicycle. Bicycle racks and lockers cost much less to provide than parking. Auto parking requires at least twenty times as much space as bicycle parking.

Our trails presently provide direct access to some places of work, shopping, education and entertainment. Active transportation plans, in concert with the Engineering Department's short term and master transportation plans, will, over the years, provide connected bicycle-friendly routes for residents from all parts of our city. It will accommodate our citizen's changing lifestyle to keep Red Deer on the leading edge of offering quality of life for its citizens.

I request that Council table this matter until January 27, 1997, the same as the Transportation Master Plan.

Yours sincerely,



Bob Johnstone
4512 Waskasoo Crescent
Red Deer, AB T4N 2M2
Phone: 346-8775

The City of Red Deer
4914 48Ath
Red Deer Alberta

December 02, 1996

TO: Mayor Gail Surkan and Council members

As president of Central Alberta Bicycling Club I would like to express my concern and interest in future transportation plans for the City of Red Deer.

The Central Alberta Bicycling Club has been in existence for over 15 years. Since then we have seen an increase in members, which now includes more families as well as the single riders. Our club has over 150 members and is continuing to grow. We are responsible and respectful riders of the road. However, some drivers are unaware that we are considered a motor vehicle and do not always give us due care and consideration. If there was area on the road set aside for cyclists there would be no question for drivers and riders as to where we are allowed. This would allow for safer riding on city roads.

I am aware of the extensive bike paths in Red Deer. However, the paths are not always practical for people commuting. Because they are not practical it forces riders onto the main roads. Due to this concern, myself as well as others do not feel safe commuting due to traffic.

Therefore because of the increasing numbers of cyclists on the road, commuters and recreational riders, we need a safe place on the road. If the Central Alberta Bicycling Club could be of any assistance in future transportation plans we would gladly dedicate our time and energies.

Thank you for your time and consideration

Yours in cycling



Darlene Brunner
President of Central Alberta Bicycling Club.

R.A.

#301 703 Gray Dr.
Red Deer AB
T4P 1B

Home Ph. 3432664

Work Ph 3426060

TRANSPORTATION

Cyclists to get leg up

RON COLLINS
Calgary Herald

Cars move over; cyclists rejoice.

In a bid to promote non-motorized transportation, a "cycle planning team" today will deliver a series of recommendations to the city's transportation, transit and parking committee.

One of the team's 45 recommendations is for a study to investigate the feasibility of re-introducing bike licensing in Calgary.

Another suggestion is to review all existing major roads and expressways to determine the requirements and costs of providing pathways within transportation right-of-ways.

"When developers build roads like Beddington Trail or Country Hills Boulevard or even a bridge, we can make provisions for bicycle traffic in a safe environment," said Ald. Joanne Kerr, who chairs the transportation,

transit and parking committee.

The cycle planning team includes representatives from the city's transportation department, parks and recreation, planning and engineering departments, police, Calgary bicycle advisory council, pathway advisory council and the Elbow Valley Cycle Club.

The team also wants the city look at accommodating bike use at LRT stations and on trains and buses, Kerr said Monday.

"If people want to ride from home to the station, get on the train, go downtown and maybe ride all the way back home on their bike they would be able to," Kerr said.

Licensing all bikes would "promote responsibility of cyclists to ensure they have the proper equipment, and if someone is being careless if you see that licence number go by you could report it," she added.

Recommendations

- By July 1998 examine re-introducing licensing of all bicycles in the city.
- Require developers to provide 2.5-metre pathways along all major roads.
- All future bridge construction provide for bike and pedestrian access and crossing.
- By July 1997 Calgary Transit evaluate methods to accommodate cyclists on the transit system where viable.
- By July 1998, the transportation department develop a network of bike routes facilitating access and movement within the downtown core.
- By January 1998 all designated street bikeways be equipped with traffic-actuated signals that detect bikes.

FUND-RAISING

Potential loom

JEFF ADAMS
Calgary Herald

A Calgary grocer's hunt for corporate partners for national Parks Canada.

"Parks Canada is one of these ships," said Jocelyn, director of the partnership. "If they're sure how we're helping ourselves."

Daw's partner years ago as a several non-profit helping a national area example is national Park, which venirs and do fund-raising.

In recent years finance Parks Canada with taxpayer the role of Dawson.

It now supplies fund-raising by firms — such as Cards, Kodak as sponsors.

The firms put fund that the pay to applications: national parks and finance projects local work in Alberta in B.C.

Although this is expected to rate funds in 1996 plans for 1997 at a potential ship with a sin proached more to gauge their in Initial reaction has been favorable Parks Canada recruiting corporate than letting the partnership, which

EDUCATION

New RC board boss had lesson in restructuring

LISA DEMPSTER
Calgary Herald

The new boss of Calgary's Catholic school district is no stranger to the fall-out of educational restructuring, says a former colleague.

Jeremy Simms, named Monday as chief superintendent of the 38,000-student separate board, was assistant chief executive officer for a Halifax-area school board.

But Nova Scotia, like Alberta, has been amalgamating school boards. And so when Simms' district merged recently with the Halifax and Dartmouth boards, his job became redundant, says Halifax County-Bedford District board member Steve Boyce.

"The deck was stacked against him here, in terms of aspiring to a level that he was capable of doing. I think he would have been viewed as a threat to some of the other administrators because he's very qualified."

Simms, a 27-year veteran educator, is

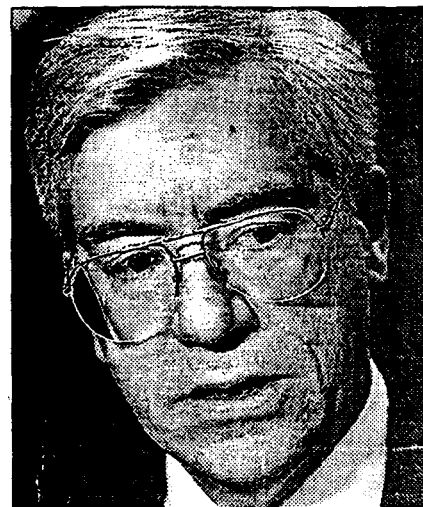
very skillful in managing limited education resources, Boyce said Monday.

"A lot of people in the education system would duck and hide and try not to meet the parents. He would go right out in the community, listen to the parents' concerns and explain the school board's perspective. He tackled the issues head on... and wasn't afraid to be the person to deliver the bad news."

True to Boyce's description, Simms told reporters Monday he plans to become familiar with the system, then go into schools to learn local issues.

"I can assure you that the changes and the restraint that you've experienced in Alberta exists right across the country," he said. "I come from Nova Scotia, and we've had our share of restraint there. I'm keenly aware of that, and I've worked in that environment before."

Simms, 51, is married with three grown children, one of whom will attend the University of Calgary this



JEREMY SIMMS: Superintendent

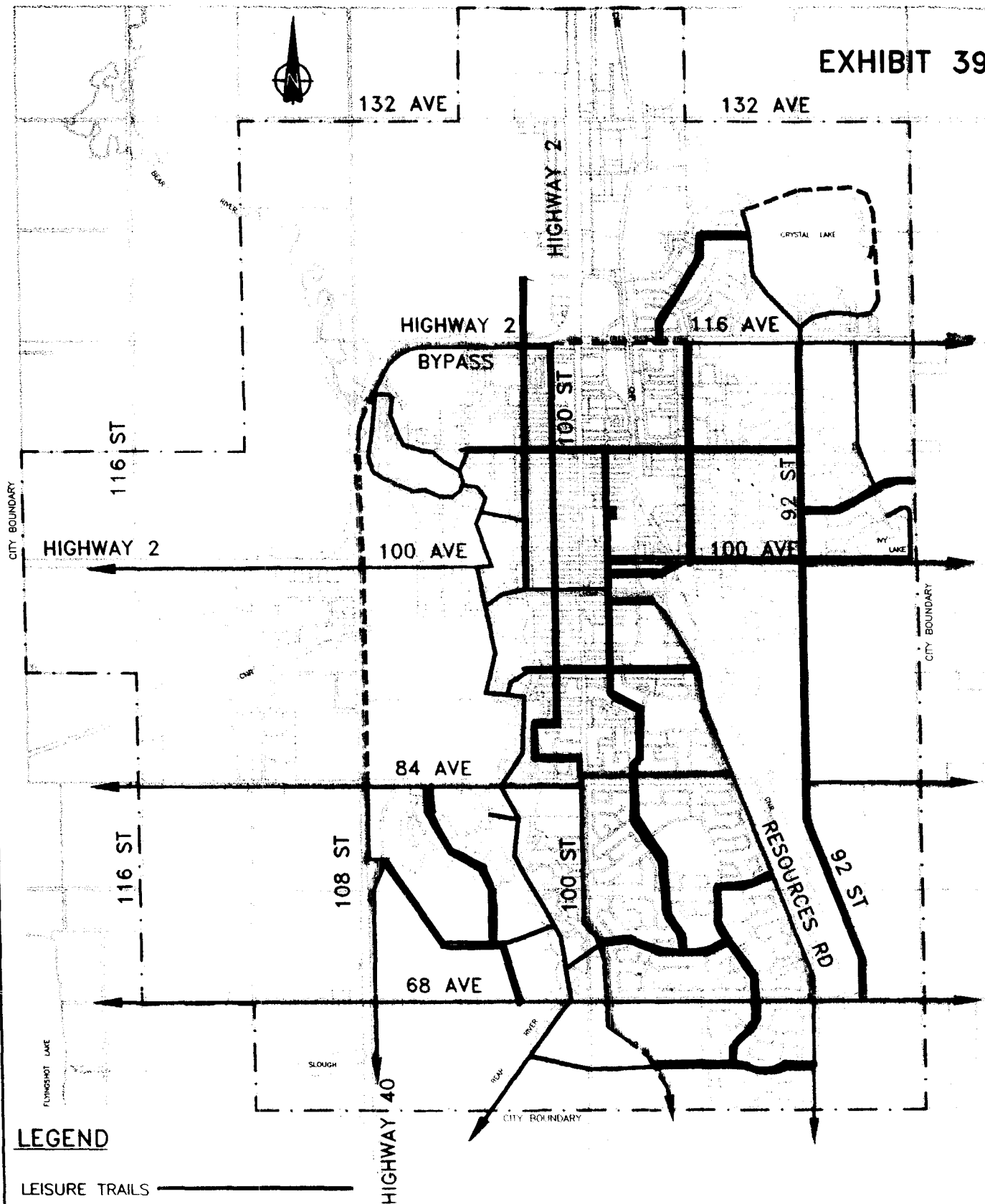
fall. He's replacing Bill Dever, who will retire Aug. 31.

Board chairwoman Shirley Valentine is pleased the search for a new superintendent ended with Simms: "We are going to have an outstanding relationship (with the province) again. Bill (Dever) was a scrapper, but he also taught this board how to be vigilant and very defensive — and I know he (Simms) will continue to do that."

DEATH IN MEXICO

Film student's

EXHIBIT 39



GRANDE PRAIRIE
TRANSPORTATION
MASTER PLAN

LONG RANGE
BIKE FACILITIES
NETWORK

DATE: December 11, 1996

TO: City Council

FROM: City Clerk

RE: OFFERS TO PURCHASE BY JENCO HOLDINGS LTD. FOR LOT 8,
BLOCK 4, PLAN 5879 HW AND PART OF UTILITY RIGHT OF WAY
PLAN 942-0172 AND RALPH SALOMONS REALTY INC. FOR LOT 8,
BLOCK 4, PLAN 5879 HW

At the Council Meeting of November 4, 1996, consideration was given to the above and at which meeting the following resolution was introduced:

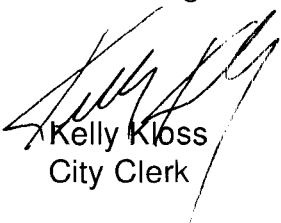
"RESOLVED that Council of The City of Red Deer, having considered report from the Land and Economic Development Manager dated October 17, 1996, re: Offers to Purchase By: Jenco Holdings Ltd. and Ralph Salomons Realty Inc., hereby approves the tendering of each of the properties described as the remainder of Lot 8, Block 4, Plan 5879 HW and Part of Lot 8, Block 4, Plan 942-0172 Utility Right of Way, to Pacific Western Transport Ltd., Jenco Holdings Ltd. and Ralph Salomons Realty Inc."

Prior to voting on the above resolution, however, a tabling resolution was passed to allow time to obtain additional information. In addition the matter was again tabled at the December 2, 1996 Council Meeting.

Attached is a follow-up report from the Land and Economic Development Manager for Council's information.

RECOMMENDATION

1. That this item be lifted from the table.
2. As the matter has been resolved and no decision is required by Council, that the original resolution be withdrawn.



Kelly Kloss
City Clerk

KK/clr
attchs.

DATE: December 10, 1996

TO: Kelly Kloss, City Clerk

FROM: Alan Scott, Land and Economic Development Manager

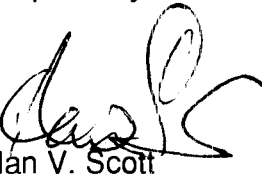
RE: **OFFER TO PURCHASE BY JENCO HOLDINGS LTD.
LOT 8, BLOCK 4, PLAN 5879 HW AND
PART OF UTILITY RIGHT-OF-WAY PLAN 942-0172 AND
RALPH SALOMONS REALTY INC.**

We wish to advise Council that the issue surrounding the purchase of the above properties by Jenco Holdings Ltd. has been resolved. Attached is a letter, signed by Ralph Salomons, advising that he no longer wishes to pursue the purchase of a portion of this property.

A condition attached to the withdrawal of his interest in this property, is that Jenco Holdings proceed with the construction of a suitable barrier to protect Mr. Salomon's fence from parked cars. We have discussed this request with Mr. Brunner of Jenco Holdings, who is in agreement with the request.

We shall now proceed with the sale of the property to Jenco Holdings Ltd.

Respectfully submitted,



Alan V. Scott
Land and Economic Development Manager

AVS/mm

Ralph Salomons

REALTY INC.

4440-49 AVENUE
RED DEER, ALBERTA
T4N 3W6

BUS. (403) 343-3023
FAX (403) 343-6490

RE/MAX Real Estate Central Alberta
Each Office Independently Owned & Operated

December 10, 1996

Land and Economic Development Department
City of Red Deer
P.O. Box 5008
Red Deer, Alberta T4N 3T4

Attention: Mr. Alan Scott

RE: **LAND ADJACENT TO THE REAR OF
LOT 3, BLOCK 4, PLAN 5331 HW AND
LOT 2A, BLOCK 4, PLAN 762-2029**

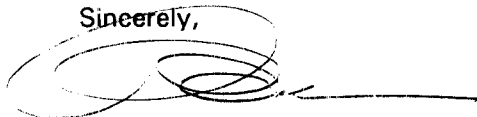
Dear Mr. Scott:

I hereby confirm that I withdraw my offer to purchase the above noted property and thereby permit the City of Red Deer to sell the property to Jenco Holdings Ltd (Robco Cabinets). My offer is withdrawn on the condition that Jenco Holdings Ltd. and/or the City of Red Deer installs a steel girder barrier the length of the property in front of the existing chain link fence, such girder to be installed on or before May 1, 1997. The barrier shall be similar in design and quality as those constructed on Alberta highways.

I would also wish to have the first opportunity to purchase this property if Jenco fails to complete the purchase at this time.

I have withdrawn this offer in order to terminate this dispute. Your suggestion of a continuance of the lease to facilitate Jenco's expansion would result in a lease into perpetuity and therefore it would in effect eliminate any possibility of an opportunity for me to purchase the property now or in the future.

Sincerely,



Ralph Salomons

RE/MAX®

COMMERCIAL

Comments:

This is submitted for Council's information.

"G. D. Surkan"
Mayor

"H. M. C. DAY"
City Manager

Council Decision - December 16, 1996 Meeting

DATE: December 17, 1996
TO: Land and Economic Development Manager
FROM: City Clerk
RE: OFFERS TO PURCHASE BY JENCO HOLDINGS LTD. AND
RALPH SALOMONS REALTY INC.

FILE

Reference Report:

Land and Economic Development Manager,
dated December 10, 1996

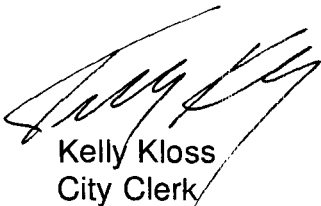
Resolution Passed:

"RESOLVED that Council of The City of Red Deer, having considered report from the Land and Economic Development Manager dated October 17, 1996, re: Offers to Purchase By: Jenco Holdings Ltd. and Ralph Salomons Realty Inc., hereby approves the sale of the properties described as the remainder of Lot 8, Block 4, Plan 5879 HW and Part of Lot 8, Block 4, Plan 942-0172 Utility Right of Way, to Jenco Holdings Ltd., and as presented to Council December 16, 1996."

Report Back to Council Required: No

Comments/Further Action:

Please advise Jenco Holdings Ltd. and Ralph Salomons Realty Inc.



Kelly Kloss
City Clerk

KK/clr

c Director of Development Services
Director of Corporate Services
E. L. & P. Manager
City Assessor

Item No. 1
Reports

DATE: December 9, 1996

TO: City Council

FROM: City Clerk

RE: COUNCIL POLICY AMENDMENTS:

1. No. 2003 Employee Recognition
2. No. 5301 Purchasing & Tendering

Attached are two amendments to the above Council Policies.

Recommendation

That Council pass a resolution to approve the amended Council Policies.



Kelly Kloss
City Clerk

KK/clr
attchs.

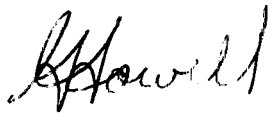
Memorandum

Date: December 3, 1996
To: Kelly Kloss
City Clerk
From: Grant Howell
Personnel Department Manager
Re: **COUNCIL POLICY NUMBER 2003**

In 1982 Council approved a Long Service Employee Recognition Policy which included an item stating, "On retirement to City pension, upon reaching age eligibility and after 15 years of service, one day of vacation for each year of service."

In 1990, when the policy was updated, this item was inadvertently deleted. In our latest policy review, the omission was noted and because there has been no change to the intent and administration of that portion of the original policy, we have made a revision to include it again (with minor revisions to the wording).

Would you please forward this to Council for their attention.



/smd



**THE CITY OF RED DEER
COUNCIL POLICY MANUAL**

POLICY NO. **2003**

Page 1 of 1

TITLE: **Employee Recognition**

Date of Approval:
September 9, 1996

SECTION: **Personnel**

Dates of Revision:

The purpose of this policy is to provide guidelines for recognition and appreciation for long service, safety and special merit.

CIVIC EMPLOYEE RECOGNITION

1. *A civic employee dinner to be held annually.*
2. *Long Service Awards to be as follows:*

| | | |
|----------|---|------------------------------|
| 10 years | - | Approximately \$30.00 value |
| 15 years | - | Approximately \$50.00 value |
| 20 years | - | Approximately \$150.00 value |
| 25 years | - | Approximately \$500.00 value |
| 30 years | - | Approximately \$525.00 value |
| 35 years | - | Approximately \$550.00 value |
3. *Upon retirement, with 15 or more years of continuous service, an employee will receive one additional day of vacation for each year of service.*

Policy Section:
General Administration

Page:
1 of 1

Policy Subject
Employee Recognition

Policy Reference:
305

Lead Role:
Personnel

Resolution/Bylaw:
March 15, 1982

PURPOSE

To show recognition and appreciation for long service, safety and special merit.

POLICY STATEMENT

1. A civic employee dinner to be held annually.
2. Long Service Awards to be as follows:
 - 10 years Lapel Pin/Pendant - Silver (\$30.00 approx.)
 - 15 years Lapel Pin/Pendant - Silver with Sapphire (\$50.00 approx.)
 - 20 years Lapel Pin/Pendant - 10K Gold with Ruby (\$150.00 approx.)
 - 25 years Ring with City Crest - Engraved (\$400.00 approx.)
 - 30 years Watch - Gold with engraving (\$400.00 - \$500.00)
 - 35 years At Discretion of MayorSuggestion: 2 diamonds added to face of watch plus individual gift at the discretion of the Mayor.

Cross Reference

Remarks

Date of Approval:
March 15, 1982

Effective Date:

Date of Revision:
January 8, 1990



CITY POLICY

| |
|--------|
| NUMBER |
|--------|

| |
|-------|
| TITLE |
|-------|

| |
|-----------------------------------|
| LONG-SERVICE EMPLOYEE RECOGNITION |
|-----------------------------------|

THE PURPOSE OF THIS POLICY IS TO :

RECOGNIZE LONG-SERVICE EMPLOYEES OF THE CITY BY THE PROVISIONS OUTLINED IN THIS POLICY.

POLICY STATEMENT

Each year in mid April an awards night banquet is to be hosted by the City of Red Deer and at this banquet recognition and appreciation is to be expressed for long service. Admission to the banquet is to be by ticket and the cost of the banquet ticket is to be subsidized up to 50%. The funds for subsidizing the banquet is to be realized from a portion of the merit rebate received by the City from the Workers' Compensation Board, but is not to exceed 15% of the amount of the merit rebate. Recipients of awards and their guest are to receive their banquet tickets free.

Long Service Recognition is:

After 15 years' service.....\$ 50 plus certificate of recognition

After 25 years' service.....\$100 plus certificate of recognition

After 35 years' service.....\$200 plus certificate of recognition

On retirement to City pension upon reaching age eligibility and after 15 years service
.....One day of vacation for each year of service

| | | |
|------------|------|------------|
| ADOPTED BY | DATE | SUPERSEDES |
|------------|------|------------|

| | | |
|--------------|----------------|-----|
| City Council | March 15, 1982 | NEW |
|--------------|----------------|-----|

DATE: June 20, 1997
TO: Personnel Committee
FROM: Grant Howell
Personnel Manager
RE: Review of Recognition for Long Service

Attached is a copy of a memo that will be forwarded to Council, responding to a request for information on the history, costs and rationale for the long service recognition program.

At the meeting where this request for information was made, Council also agreed "...that the Personnel Committee review the practice of giving employees one additional day of vacation for each year of service upon retirement, for those with 15 or more years of continuous service."

As stated in the attached memo to Council, the practice is serving us well in terms of good employee relations. Through this and other benefits, as well as concerted efforts to communicate and work with our employees and their unions, we have a productive workforce with few complaints and grievances.

However, it is useful to step back on occasion and take a look at the longer term direction of our salary and benefits programs, to ensure they support the organization's Strategic Plan and current thinking. We are, of course in the midst of reviewing our exempt salary evaluation system, and plan to look at our benefits program when we have completed this work.

Any review of benefits will require us to negotiate changes with our four unions. We have been working toward this for the past two years by negotiating language into our contracts that promotes the review of benefits on a cost neutral basis. What we hope to achieve is some realignment in benefits that will recognize employees' changing needs as well as the strategic direction The City wants to take. I think it is important to review benefits in a total context rather than on an ad hoc basis. We would have a difficult time negotiating changes to individual benefits (other than to increase them) if the unions didn't feel they were going to have input to the broader picture. By looking at the total benefits package, we have more of an opportunity to find solutions that both meet employees' needs and better align us with our strategic direction.

Recommendation: that the policy and practice of recognizing long service be reviewed be reviewed at the time we undertake a complete benefits review with our unions and exempt staff.


/rg

DATE: June 20, 1997
TO: Members of Council
FROM: Grant Howell
Personnel Manager
RE: Recognition for Long Service

Some time ago, Council requested that "...the Personnel Committee review the practice of giving employees one additional day of vacation for each year of service upon retirement, for those with 15 or more years of continuous service." Council also requested the history, costs and rationale for this benefit.

Since 1982, The City of Red Deer has had a policy of providing recognition for long service in the form of a retiring allowance of one day's pay or vacation for each year of service, if you retired with more than 15 years of employment with The City. The rationale for this policy was to thank those employees who had given dedicated service for a substantial time and who stayed with us until retirement. It was also intended to demonstrate to all employees that this is a good organization to work for - one that appreciates its employees.

This policy is formalized in the CUPE collective agreement and is subject to clause 101.b of the IAFF contract, which deals with all current terms and conditions of employment of IAFF members.

The cost associated with this program has varied with the number of retirees and with their years of service at retirement. For the year 1996 the average amount spent per retiree was \$3922. With 12 retirees last year the total cost was \$47064.

Practices vary widely with respect to retiring allowances, from nothing to 30 weeks pay. The following table shows the variation.

| City/Company | Policy | Cost (av./person) | Comments |
|--------------------------------|---|----------------------|--|
| City of Red Deer | 1 day per year of service (eligible after completing 15 years) | \$3922 | |
| City of Medicine Hat | none | | |
| City of Lethbridge | none | | |
| City of St. Albert | pay-out of unused sick leave | 2411 | grandfathered - being phased out |
| City of Brandon | 8 hours pay per year of service - max 360 hrs. (eligible after 5 years) | 4146 | |
| Government of Alberta | Retain medical benefits - bridge to retirement only up to 5 years | 1920 | management only |
| Government of Canada | one week of pay for every year of employment - max 30 weeks | 20731 | |
| Public School Board | Longevity pay at 15 years - \$125 per year, increasing by \$50 ea. yr. | 3641 | paid annually - form of service pay |
| Red Deer Catholic School Board | Lump sum payment (paid over 3 years) to teachers 55 -59, with min. 10 years service | 17606 | 40,628 to those at 55, with reducing scale to age 59 |
| Canadian Utilities | one month salary plus gift | 3540 | industry standard |
| Novacor | partial retention of benefits - reduce by 10 % ea. yr after retirement | 9600 | |
| Union Carbide | partial retention of benefits | 9600 | |

Many organizations today utilize retirement allowances as a downsizing device. Several cities have made significant retirement allowances to staff close to retirement in order to move people out of the organization. These payments have been much higher than amounts we have paid for recognition. If considerable amounts of money are being spent on those people who are being removed from the organization, those remaining become very observant about how they are being treated. We are in the enviable position of being able to provide recognition to those who have served us well, while not having had to provide much larger payments to selected individuals in a downsizing situation. We are sending our employees a strong, positive, "un-mixed" message that is serving us well.

With respect to future direction of this and other benefits, we are planning to embark on a general review of our benefits program once we have completed the exempt evaluation system. This review will include all our unions and the exempt staff, a necessary and important process in realigning benefits, as they are part of the collective bargaining process. Part of that review will be asking the fundamental questions about why we have each of the benefits, and whether there are wiser ways to spend our benefit dollars.

A handwritten signature in black ink, appearing to read "G. Howell". The signature is fluid and cursive, with the first name "Grant" and last name "Howell" clearly distinguishable.

Grant Howell

DATE: December 6, 1996

TO: City Clerk

FROM: Charlaine Rausch

RE: ***AMENDMENT TO COUNCIL POLICY NO. 5301***

On December 2, 1996, Council Policy No. 5301 (Purchasing and Tendering) was amended by Council. While amending this policy it was noted that an "old Council Policy" number was quoted in Section E.5 of same. Council Policy No. 806 was renumbered to reflect Council Policy No. 4509 after the adoption of the new Council Policy Manual on September 9, 1996.

RECOMMENDATION:

That Council Policy No. 5301 be amended by deleting from Section E.5 the words and number "Council Policy #806" and replacing same with the words and number "Council Policy No. 4509."

Thank you.



Charlaine L. Rausch
City Clerk's Office

/clr
attchs.



**THE CITY OF RED DEER
COUNCIL POLICY MANUAL**

POLICY NO. 5301

Page 6 of 7

TITLE: Purchasing and Tendering

**Date of Approval:
September 9, 1996**

**SECTION: Corporate Services
(Treasury)**

**Dates of Revision:
December 2, 1996**

- (c) past performance must be acceptable, or
- (d) must be lowest overall or end cost.

**Authority to
Purchase:**

As per the approvals given by the Department Heads,
Directors or City Manager.

- 2.¹ After tenders have closed, a summary of prices tendered (excluding unit prices) will be released to any member of the public upon request without charge.

E. Professional Consultant Services

1. When professional consultant services are required, qualified consultants (normally a minimum of three) shall be requested to submit proposals.
2. In circumstances where it is cost effective to approach only one consultant, and the value of the services exceeds \$10,000, the approval of City Council will be required.
3. City Council approval shall be required if funds for the engagement of a consultant are not provided in a budget approved by Council.
4. A Purchase Order is required to authorize the engagement.
5. This policy will not apply to the engagement of legal survey firms for other than major subdivision development, as the terms of such engagements are provided in Council Policy #806.

¹ December 2, 1996

Comments:

We concur with the recommendations of the City Clerk.

"G. D. Surkan"
Mayor

"H. M. C. DAY"
City Manager

Council Decision - December 16, 1996 Meeting

DATE: December 17, 1996
TO: Personnel Manager
FROM: City Clerk
RE: ***COUNCIL POLICY NO. 2003 - AMENDMENT***
(Long Service Employee Recognition Policy)

FILE

Reference Report: Personnel Manager, dated December 3, 1996

Resolution Passed:

"RESOLVED that Council of The City of Red Deer, having considered report from the City Clerk dated December 9, 1996, re: Council Policy Amendments: No. 2003 (Employee Recognition) and No. 5301 (Purchasing & Tendering), hereby agrees as follows:

1. To amend Council Policy No. 2003 by adding the following Section 3:
 - '3. Upon retirement, with 15 or more years of continuous service, an employee will receive one additional day of vacation for each year of service';
2. To amend Council Policy No. 5301 by deleting from Section E.5 the words and number 'Council Policy #806' and replacing same with the words and number 'Council Policy No. 4509'."

Report Back to Council Required: Yes, via the Personnel Committee

Personnel Manager
December 17, 1996
Page 2

Comments/Further Action:

Council agreed that the Personnel Committee review the practice of giving employees one additional day of vacation for each year of service upon retirement, for those with 15 or more years of continuous service. Council requested the history, costs and rationale for this benefit.

A handwritten signature in black ink, appearing to read 'Kelly Kloss', written in a cursive style.

Kelly Kloss
City Clerk

KK/clr

Council Decision - December 16, 1996 Meeting

DATE: December 17, 1996

TO: Charlene Rausch

FROM: City Clerk

RE: **COUNCIL POLICY NO. 2003 AND NO. 5301 - AMENDMENTS**

FILE

Reference Report: City Clerk, dated December 9, 1996

Resolution Passed:

"RESOLVED that Council of The City of Red Deer, having considered report from the City Clerk dated December 9, 1996, re: Council Policy Amendments: No. 2003 (Employee Recognition) and No. 5301 (Purchasing & Tendering), hereby agrees as follows:

1. To amend Council Policy No. 2003 by adding the following Section 3:
 - '3. Upon retirement, with 15 or more years of continuous service, an employee will receive one additional day of vacation for each year of service';
2. To amend Council Policy No. 5301 by deleting from Section E.5 the words and number 'Council Policy #806' and replacing same with the words and number 'Council Policy No. 4509'."

Report Back to Council Required: No

Comments/Further Action:

Please update the Council Policy Manual and circulate accordingly.


Kelly Kloss
City Clerk

KK/clr

Item No. 2

DATE: December 2, 1996
TO: City Clerk
FROM: Director of Corporate Services
RE: SHORT TERM BORROWING BYLAW NO. 3181/96

Council approval is respectfully requested for the above.

The bylaw authorizes the short term borrowing of funds, as required, to meet current expenditures. The need for short term funds is expected to only occur if an unforeseen significant expenditure happens prior to the maturity of an investment.

One of the requirements of the Municipal Government Act is that a maximum rate of interest must be stated. The maximum rate has been set at 20%. The actual rate charged is the prime interest rate.

Council is reminded that funds are only borrowed when required and are repaid as soon as funds become available.

Recommendation

Approval of Bylaw No. 3181/96



A. Wilcock, B. Comm., C.A.
Director of Corporate Services

AW/jt

Att.

Comments:

We concur with the recommendations of the Director of Corporate Services.

"G. D. Surkan"
Mayor

"H. M. C. DAY"
City Manager

Council Decision - December 16, 1996 Meeting

DATE: December 17, 1996
TO: Director of Corporate Services
FROM: City Clerk
RE: **SHORT TERM BORROWING BYLAW 3181/96**

FILE

Reference Report: Director of Corporate Services,
dated December 2, 1996

Resolution Passed: Bylaw passed, three readings given to Short
Term Borrowing Bylaw 3181/96 (copy attached)

Report Back to Council Required: No

Comments/Further Action: None


Kelly Kloss
City Clerk

KK/clr
attchs.

Item No. 3

CS-6.155

DATE: December 4, 1996

TO: KELLY KLOSS
City Clerk

FROM: LOWELL R. HODGSON
Community Services Director


RE: "SOUND THE ALARM": PUBLIC ART POLICY

The Community Services Division is supportive of the recommendation from the Recreation, Parks & Culture Board for the "Sound the Alarm" Ghost Project. Community interest in these sculptures continues to grow as more pieces are added, and this one in particular will be very visible. We further support this location for the sculpture, with the understanding that we are interpreting firefighting in earlier times in Red Deer and not necessarily that location as significant.

The applicant, the Towne Centre Association, assumes full responsibility for insurance related to this and other sculptures installed to date, with the City named as co-insured. Likewise, the applicant agrees that all insurance, maintenance, repair and restoration costs are its responsibility.

RECOMMENDATION

THAT Council of The City of Red Deer support the recommendation of the Recreation, Parks & Culture Board to approve the application to install the proposed "Sound the Alarm" Ghost Project as proposed.



LOWELL R. HODGSON

:dmg

- c. Don Batchelor, Recreation, Parks & Culture Manager
- Lesia Davis, Culture Development Supt.
- Monica Bast, Recreation, Parks & Culture Board Chairman

DATE: November 14, 1996

TO: KELLY KLOSS
City Clerk

FROM: MONICA BAST, Chair
Recreation, Parks & Culture Board

RE: "SOUND THE ALARM" - PUBLIC ART POLICY

The Recreation, Parks & Culture Board considered a recommendation from the Red Deer Public Art Committee to place a figurative bronze Ghost Project at the southeast corner of the Library building. The board supports this project as it adheres to the Public Art Policy and would provide yet another feature attraction in the downtown.

The following resolution was passed at the board meeting of November 13, 1996:

"THAT the Recreation, Parks & Culture Board supports recommendations of the Public Art Committee and recommends to City Council that the application to install the proposed "Sound the Alarm" Ghost Project (#01-96) be approved."



MONICA BAST

:dmg

- c. Lowell Hodgson, Community Services Director
Lesia Davis, Culture Development Supt.
John Ferguson, Towne Centre Association

DATE: November 6, 1996

TO: RECREATION, PARKS & CULTURE BOARD

FROM: LESIA DAVIS, CHAIR
PUBLIC ART COMMITTEE

RE: "SOUND THE ALARM" SITE PROPOSAL

A Public Art Policy (Reference 930) approved by City Council November 20, 1995 states therein:

- A Public Art Committee will review all applications for installation of permanent art on public property for recommendations to the Recreation, Parks & Culture Board.
- All applications for installation of permanent public art must be approved by City Council.
- Ownership, insurance and maintenance agreements will be part of the application and recommendation procedures.

The Public Art Committee was confirmed by a resolution of the Recreation, Parks & Culture Board at the meeting on October 8, 1996 and consists of:

Lesia Davis, Culture Development Superintendent
Paul Meyette, Parkland Community Planning Services
John Ferguson, Towne Centre Association
Joyce Walsh, Member-at-Large
Hilary Elliott, Member-at-Large

The first application (#01-96) was reviewed by the Public Art Committee on October 11, 1996 for: Sound the Alarm - a life size figurative bronze of a wagon, horses and firefighter.

The proposed location is on the south-east corner of the new library, with a projected installation date of late 1997 or early 1998 (attached detail).

The applicant is planning that Sound the Alarm is to be a series of five related art works that will be located in five different areas of downtown relating to the history of firefighting in Red Deer. The current firewagon with horses is the first under consideration.

"Sound the Alarm" Site Proposal
November 6, 1996
Page 2

The application was circulated to relevant departments and committees with their comments (attached). In addition, the Red Deer Public Library Board reviewed the location at their meeting on February 21 and unanimously agreed with the proposed site

It should be noted that the applicant has signed an agreement of responsibility for all insurance, maintenance, repair and restoration costs.

Public Art Committee Recommendation:

"To recommend approval of the application to install the proposed Sound The Alarm (#01-96)."
October 11, 1996

The Cultural Advisory Committee reviewed the attached application at their meeting on November 5, 1996 with the following recommendation:

"To support the recommendation of the Public Art Committee to approve the application to install the proposed Sound the Alarm (#01-96). "

As all the applications must be approved by City Council, we will need a motion of recommendation from the Recreation, Parks & Culture Board to City Council.



Lesia Davis,
Public Art Committee Chair

LD:mak

SOUND THE ALARM
PUBLIC ART INSTALLATION
SUMMARY OF COMMENTS

Inspections and Licensing Manager, Ryan Strader:

"In regards to you memo dated October 02, 1996, we wish to advise that we have no comments on the above referenced."

Electric, Light and Power, Distribution Engineer, Daryle Scheelar:

"E. L. & P. have no objection to the proposed location of the sculpture. We will provide a sketch of underground power cables. If any excavation is required the underground power cables must be located by calling Alberta First Call."

Applicant comments (Towne Centre Association): Agreed

Engineering Department, Brian Johnson:

"We have reviewed the request to place the "Sound the Alarm" artwork on the sidewalk next to the Library and have no objections subject to the artwork not causing a problem for pedestrian traffic movement."

Emergency Services, Ken Webster:

"This department has no objections to the proposed location of the "Sound the Alarm" artwork provided it does not obstruct access and/or exit to and from the building."

Applicant comments (Towne Centre Association): Agreed

Acting Public Works Manager, Paul Goranson:

"This certainly looks like it will be an attractive addition to the downtown.
Based on the proposed location, it appears that our water, sanitary and storm services are not in conflict."

Our only concern is the requirement for snow clearing in and around the sculpture. This area is one of our high priority snow clearing areas. We are assuming that we will be required to clear the snow on the sidewalk around the sculpture and not beneath it, if this is the case, we have no problem with the proposed location."

Applicant comments (Towne Centre Association): Agreed

Recreation, Parks & Culture Manager, Don Batchelor:

"I have no objections to the above Ghost project. In previous consultations with the Town Center Assoc. I have determined that it will not affect the spruce trees at the corner of the Library Building. The Engineering Dept. will comment with regards to sight lines and clearance of the sidewalk for pedestrian movement. The Town Center Assoc. will be responsible for all installation and ongoing maintenance costs."

Applicant comments (Towne Centre Association): Agreed

Heritage Preservation Committee:

Various comments were made, with the priority being to request sufficient plaque information regarding the installation.

Other Comments:

- site not historically significant to the work,
- attractive, busy site as it is.

Applicant comments (Towne Centre Association):

The applicant agreed that a storyline would be included at the installation site. Further discussion indicated that the intent, while historical regarding the history of firefighting, was determined to be not site specific.

Reviewed by Public Art Meeting of October 11, 1996.

Motion: Paul Meyeette / Hilary Elliott: "To recommend approval of the application to install the proposed Sound the Alarm (#01-96).

CARRIED

57
THE CITY OF RED DEER
Application for Installation of Permanent Artwork
on Public Property

Policy Ref: 930-
es. Bylaw: Nov.20/95

Application No. 01-96

The applicant should indicate any requirements related to safety, electricity, or special maintenance requirements.

The applicant should submit this application at least three months prior to planned installation date. All applications will be reviewed by a Public Art Committee for recommendation to the Recreation, Parks & Culture Board and City Council.

The applicant should be aware that, where deemed appropriate, a safety report may be required upon completion of installation.

Applications will be processed through the Culture Development Superintendent of the Recreation, Parks & Culture Department. The department will notify the applicant of City Council's decision within two months of the application.

The application will be routed to the appropriate City departments for comment, prior to the Public Art Committee review:

| | |
|----------------------------------|--|
| APPLICANT INFORMATION | Name of Applicant <u>TOWNE CENTRE ASSOCIATION</u> |
| | Address <u>B3, 4901-48 St</u> Postal Code <u>T4N6M4</u> |
| | Name of Contact Person <u>JOHN P. FERGUSON</u> |
| | Address <u>SAME</u> Postal Code _____ |
| | Phone <u>340-8686</u> (Bus.) <u>340-8699 (FAX)</u> (Res) _____ |

| | |
|--|--|
| ART PROJECT INFORMATION | Title of Proposed Artwork <u>"SOUND THE ALARM"</u> Medium <u>BRONZE</u> |
| | Description <u>LIFE SIZE FIGURATIVE BRONZE OF FIREWAGON, HORSES & FIREFIGHTERS. (CIRCA 1902)</u> |
| | Proposed Site (with attached map indicating specific location and direction, if applicable, that the proposed artwork will be situated) <u>LOCATED ADJACENT TO CHILDREN'S LIBRARY (S.E. CORNER OF BLOCK)</u> |
| | Projected Date of Installation <u>LATE '97 OR EARLY '98</u> Approx. Size <u>7' WIDE X 30' LONG</u> |
| | Special Considerations <u>AS PART OF THE GHOST PROJECT, THIS PIECE IS SO SIGNIFICANT IT WILL BE AN ATTRACTION ALL BY ITSELF.</u> |

CONTINUED ON REVERSE

Original: Recreation, Parks & Culture Department
Copies: Applicant, Departments as Applicable

July/96

PLEASE READ CAREFULLY

CONDITIONS
OF
APPROVAL

1. Applicant to complete an attached map indicating specific location and direction of the artwork to be installed, and any other pertinent details.
2. Applicant to provide a Certificate of Insurance completed and signed by the insurance company providing coverage for the artwork.
3. Applicant to pay for necessary advertising of road closures, signing, and barricading costs.
4. Applicant to be responsible for resulting clean-up of location at which the installation occurs immediately following the installation.
5. Should the applicant find the need to remove the artwork from the designated public property, the property shall be restored to agreed upon conditions.
6. The City, for reasons of public safety or necessary construction, reserves the right to relocate the artwork, at its expense, to an alternate site, which meets with the approval of the applicant. If a mutually acceptable location cannot be agreed upon, the City may request the applicant/owner to remove the artwork at the owner's expense.
7. Permanent artwork installed on public property will legally be owned by the applicant, who hereby agrees to all insurance, maintenance, repair, or restoration costs. Failure to do so may result in the City removing the artwork and disposing of it as it sees fit.
8. The applicant of the project, their officers, agents, and employees shall comply with all lawful statutes, bylaws, rules, and regulations of The City of Red Deer or other authority which in any manner relates to or affects the project and shall, at all times, indemnify and save harmless The City of Red Deer, its officers, servants, agents, and employees from and against all claims and demands, loss, damages, actions, courses of actions, suits or other proceedings by whomsoever made, brought, or prosecuted in any manner based upon, occasioned by, or attributable to the artwork permitted hereunder by any action taken or things done or maintained by virtue hereof.
9. Special Conditions:

The applicant hereby agrees and accepts the terms and conditions of this application.

PER: _____

(Signature)

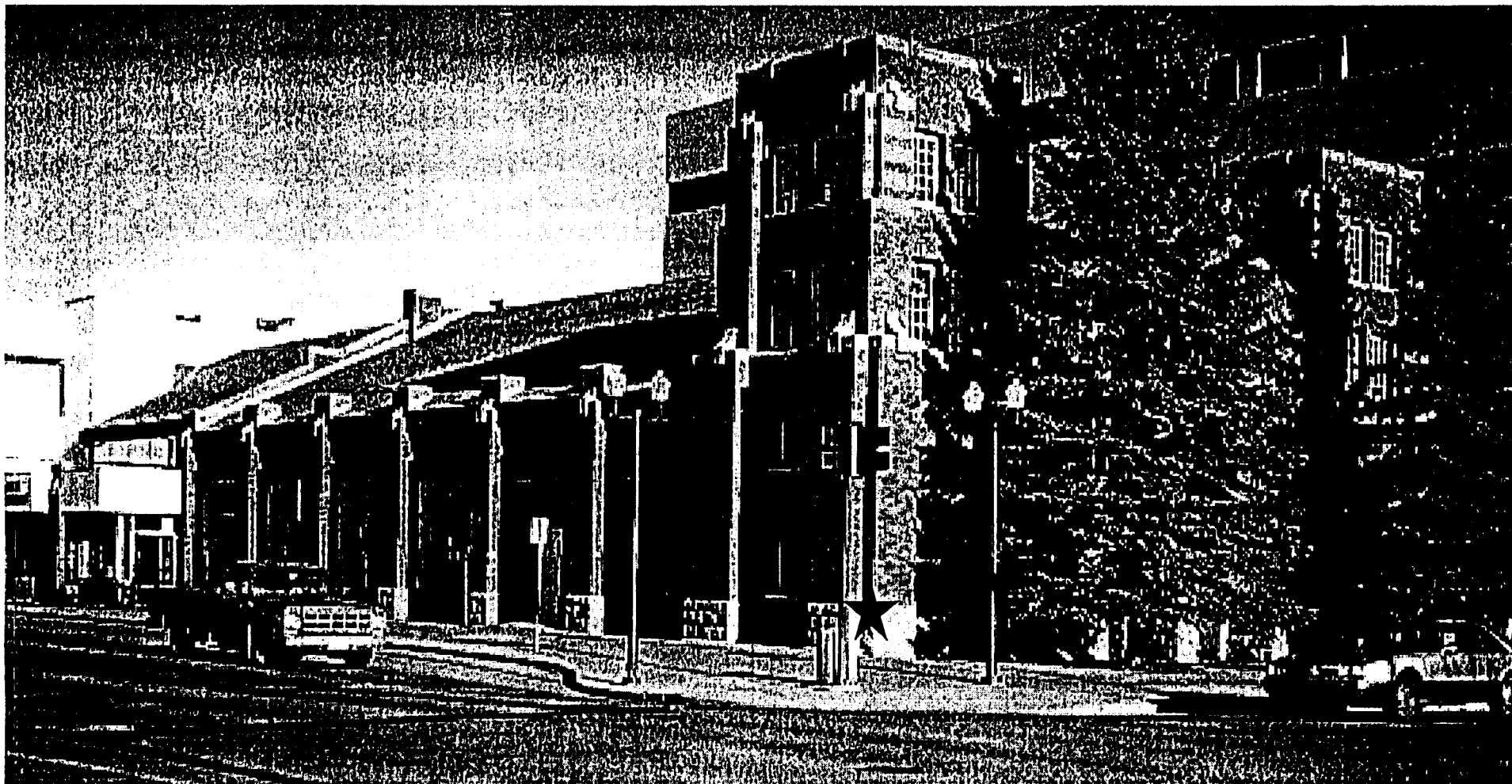
DATE: _____

OFFICE USE:
CITY COUNCIL
APPROVALDate Received: Sept 25/96

Date Returned: _____

City Council Meeting Date: Nov 18/96

Not Approved

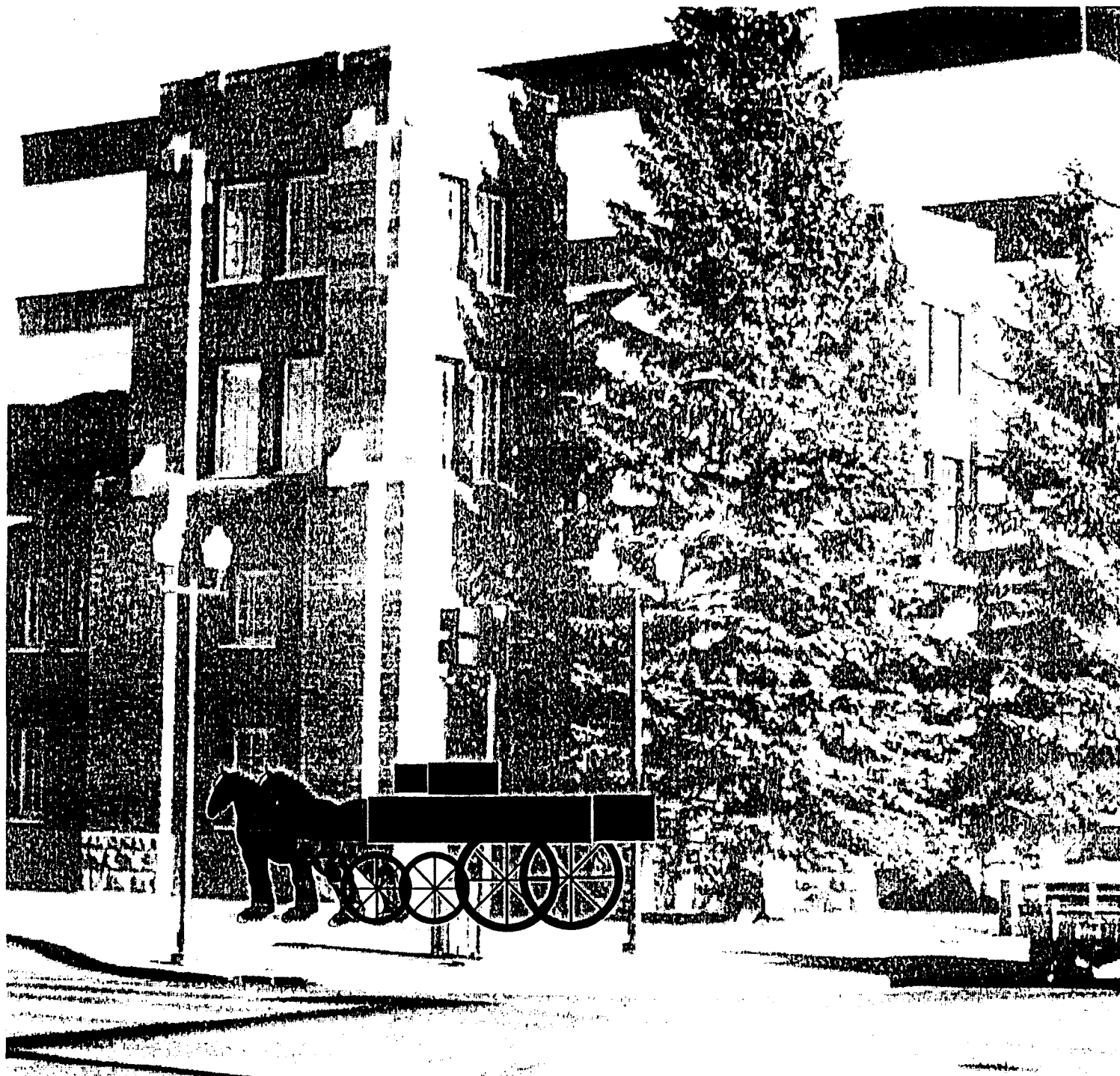


proposed location of "Sound The Alarm"
project #4 in the GHOST collection, "Sound The Alarm" is a
life sized reproduction of a horse drawn firewagon.

BEST ATTAINABLE IMAGE

this sketch shows the wagon in a reverse position to the proposal, but does suggest realistically in terms of scale, the size of the proposed figures.

The horses will actually be at the east end of the wagon.



Comments:

We concur with the recommendations of the Director of Community Services.

“G. D. Surkan”
Mayor

“H. M. C. DAY”
City Manager

Council Decision - December 16, 1996 Meeting

DATE: December 17, 1996
TO: Recreation, Parks and Culture Board
FROM: City Clerk
RE: **"SOUND THE ALARM" GHOST PROJECT -
PUBLIC ART POLICY**

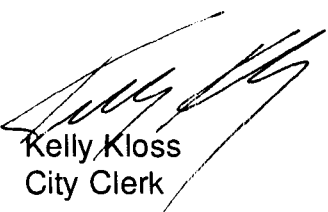
Reference Report: Recreation, Parks and Culture Board dated
November 14, 1996

Resolution Passed:

"RESOLVED that Council of The City of Red Deer, having considered report from the Director of Community Services, re: 'Sound The Alarm': Public Art Policy, hereby supports the recommendation of the Recreation, Parks and Culture Board to approve the application to install the proposed 'Sound The Alarm' Ghost Project, and as presented to Council December 16, 1996."

Report Back to Council Required: No

Comments/Further Action: None



Kelly Kloss
City Clerk

KK/clr

c Director of Community Services
Director of Development Services
Recreation, Parks and Culture Manager
Culture Development Superintendent
Towne Centre Association Manager



Item No. 1
Correspondence

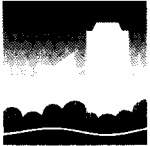
City of Edmonton
Mayor Bill Smith

December 2, 1996

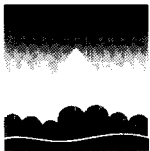
Reference No.: 8200-02



2nd Floor - City Hall
100 St. Albert
Churchill Square



Edmonton, Alberta
T5C 1K7



Edmonton, Alberta
T5C 1K7

Mayor Gail Surkan
City of Red Deer
P.O. Box 5008
Red Deer, Alberta
T4N 3T4


Dear Mayor Surkan:

On January 7, 1997, the *Edmonton On Top of The World 2008 Olympic Bid Committee* will present details of its Olympic Games application to Edmonton City Council. The Committee's submission will include letters from Alberta municipalities supporting Edmonton's efforts to host the Games.

As Honourary Chairman of the Olympic Bid Committee, I ask that Red Deer City Council support (in principle) Edmonton's bid for the 2008 Olympic Games. Also, I would appreciate formal communication of your Council's support to me by letter before January 3, 1997

Let me assure you that Edmontonians understand the tremendous challenge that lies ahead in assembling a credible bid for the 2008 Olympic Games. Most critical, we understand that our success depends on the support of all Albertans and communities like yours.

Yours truly,


Bill Smith
Mayor

DEC - 9 1996

CITY OF RED DEER

DATE: December 5, 1996
TO: City Clerk
FROM: Director of Corporate Services
RE: 2008 OLYMPIC BID - EDMONTON

The Mayor of the City of Edmonton, as the honorary chairman of the Olympic Bid Committee for the 2008 Olympic Games in Edmonton, is asking Red Deer's support for Edmonton's bid to host the Games. It appears the Mayor is not asking for financial support from Red Deer. At this time the City Council for Edmonton has not indicated if they support Edmonton's bid.

Putting on an Olympic Games represents a financial challenge. Edmonton will require financial support from the Provincial Government if its bid is successful. This could represent significant financial liability for all Alberta citizens.

If City Council would like to submit an expression of support, then it may be appropriate to indicate if Edmonton City Council decide to submit a bid that Red Deer would wish them success.



A. Wilcock, B. Comm., C.A.
Director of Corporate Services

Comments:

We recommend that Council offer moral support to Edmonton similar to that which was offered to Calgary for the Expo 2008 bid. We recommend our support be based on the value of the project as an economic generator in the Province, and on the assumption that financial support from the Province would not be from tax-based revenue.

"G. D. Surkan"
Mayor

"H. M. C. DAY"
City Manager



FILE

December 18, 1996

Mayor Bill Smith
City of Edmonton
2nd Floor, City Hall
1 - Sir Winston Churchill Square
Edmonton, AB T5J 2R7

Dear Mayor Smith:

On behalf of Red Deer's City Council, I am delighted to express my support to Edmonton's Bid Committee in its quest to secure the 2008 Olympic Games.

I believe the potential to share Alberta's premiere world-class tourist destinations—such as the Rocky Mountains, Jasper, West Edmonton Mall and, of course, Central Alberta—with the excitement and atmosphere generated by Edmontonians is an opportunity that can't be overlooked.

There is no doubt that Edmonton has both the facilities and experience required to host an event of this caliber. The global allure of our Western Canadian culture will be a major drawing card for international visitors.

Historically Alberta communities have wholeheartedly supported one another in staging such world class events by providing everything from additional venues to scores of enthusiastic volunteers. I'm certain that Edmonton will have the full support of other Alberta communities, and I am delighted to personally make that commitment on behalf of my own community.

At the City of Red Deer Council meeting on December 16, 1996, the following resolution was passed:

"RESOLVED that Council of The City of Red Deer, having considered correspondence from The City of Edmonton, re: Edmonton on Top of the World 2008 Olympic Bid Committee - Request for Support, hereby offers support to The City of Edmonton in its bid for the 2008 Olympics, based on the 2008 Olympics being an economic generator in the Province, and as presented to Council, December 16, 1996."

I wish you every success with your Olympic Games application to Edmonton City Council.

Sincerely yours,

Gail Surkan
Mayor

THE CITY OF RED DEER

Box 5008, Red Deer, Alberta, Canada T4N 3T4 Telephone: (403) 342-8155 Fax: (403) 346-6195

DATE: DECEMBER 3, 1996
TO: DIRECTOR OF COMMUNITY SERVICES
X DIRECTOR OF CORPORATE SERVICES
DIRECTOR OF DEVELOPMENT SERVICES
CITY ASSESSOR
E. L. & P. MANAGER
ENGINEERING DEPARTMENT MANAGER
FIRE CHIEF (EMERGENCY SERVICES)
INFORMATION TECHNOLOGY SERVICES MANAGER
INSPECTIONS AND LICENSING MANAGER
LAND AND ECONOMIC DEVELOPMENT MANAGER
PERSONNEL MANAGER
PUBLIC WORKS MANAGER
R.C.M.P. INSPECTOR
RECREATION, PARKS & CULTURE MANAGER
SOCIAL PLANNING MANAGER
TRANSIT MANAGER
TREASURY SERVICES MANAGER
PRINCIPAL PLANNER
CITY SOLICITOR

FILE

BACKUP INFORMATION
NOT SUBMITTED TO COUNCIL

FROM: CITY CLERK
RE: 2008 OLYMPIC BID - EDMONTON

Please submit comments on the attached to this office by December 9, 1996 for the Council Agenda of December 16, 1996.

"Kelly Kloss"
City Clerk



PIPER • CREEK • FOUNDATION

4277 - 46A AVENUE, RED DEER, ALBERTA T4N 6T6 PHONE 343-1077

November 14, 1996

City of Red Deer
4914 - 48 Avenue
Red Deer, AB T4N 3T4

Attention: Mayor Gail Surkan

Dear Mayor Surkan:

**Re: Board of Directors Restructuring
Piper Creek Foundation**

The Board of Directors and Staff of the Piper Creek Foundation are in the development stage of a strategic plan for the Foundation.

One of the major items that has arisen from the Board and senior management is the need for a new structure for the Board of Directors.

Briefly, the restructuring plan would increase the size of the Board from five to seven and would decrease the elected official representation from three to one. The six non-elected members would be from the community at large and our client group thus bringing a broader spectrum of experience and input to the Board table.

To initiate this change the following motion was passed at the October 30, 1996, Board of Directors Meeting.

M.S.C. Hull & Schnell

"That the Piper Creek Foundation Board of Directors formally contact the City of Red Deer requesting an enabling motion regarding the restructuring of the Board and that we also draft a letter to the Minister of Municipal Affairs requesting a change in our Management Agreement to reflect a new Board structure".

ADMINISTRATORS FOR

PARKVALE LODGE, 4277 - 46A Avenue, Red Deer, Alberta T4N 6T6 343-0688

PINES LODGE, 52 Piper Dr., Red Deer, Alta. T4P 1H8 343-0656

PIPER CREEK LODGE, 4820 - 33 St., Red Deer, Alta. T4N 3N5 343-1066

Please consider this letter a formal request for the support of yourself and City Council for the above motion.

I am enclosing a copy of the project plan which contains the new Board structure, appointment process and time lines.

I look forward to your reply.

Yours truly,

PIPER CREEK FOUNDATION

A handwritten signature in cursive script, appearing to read "F. Farwell".

Fred Farwell
Chairman

FF/dmh



PIPER • CREEK • FOUNDATION

4277 - 46A AVENUE, RED DEER, ALBERTA T4N 6T6 PHONE 343-1077

December 9, 1996

Mayor Gail Surkan
City of Red Deer
P.O. Box 5008
Red Deer, AB T4N 3T4

Dear Mayor Surkan:

Re: Board of Directors Restructuring
Piper Creek Foundation

Mr. Kelly Kloss, the City Clerk, has forwarded to us the concerns expressed by Lowell Hodgson, Colleen Jensen, and the City Solicitor, Tom Chapman, regarding the restructuring of the Board of Directors of the Piper Creek Foundation. The major concern being the loss of safeguard against a deficit for which the City would be responsible.

The Board of Directors, in anticipation of this concern, at their November 27, 1996, Board Meeting passed the following motion:

M.S.C. Schnell & Hessel

" That the Piper Creek Foundation enter into an agreement with the City of Red Deer undertaking to present any deficit budget to City Council for their approval and ratification".

It is understood that, once this is agreed to in principle, the Foundation would then proceed to seek the Ministerial Order amending the Management Agreement to reflect:

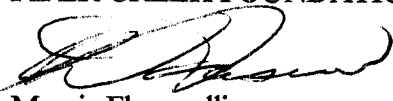
- a) The change in Board composition;
- b) The requirement that all deficit budgets for the Foundation be ratified by the City of Red Deer prior to that budget year.

The final draft of all such changes would, of course, be approved by all concerned parties.

Thank you for your consideration of this matter.

Yours truly,

PIPER CREEK FOUNDATION


per Morris Flewwelling
Chairman

ADMINISTRATORS FOR

PARKVALE LODGE, 4277 - 46A Avenue, Red Deer, Alberta T4N 6T6 343-0688

PINES LODGE, 52 Piper Dr., Red Deer, Alta. T4P 1H8 343-0656

PIPER CREEK LODGE 4820 - 33 St., Red Deer, Alta. T4N 0N5 343-1066

DATE: November 26, 1996

TO: KELLY KLOSS
City Clerk

FROM: LOWELL R. HODGSON, Community Services Director
COLLEEN JENSEN, Social Planning Manager

RE: PIPER CREEK FOUNDATION RESTRUCTURING
Your memo dated November 20, 1996 refers.

In reviewing the letter from the Piper Creek Foundation requesting a change in the board structure, there are concerns of which City Council should be aware. The following background will assist in understanding the situation.

- The Housing Act (1994), Section 7, states:
 “7(1) On or before April 30 in any year, a management body that provides lodge accommodation may requisition those municipalities for which the management body provides lodge accommodation for
 - (a) the amount of the management body’s annual deficit for the previous fiscal year arising from the provision of lodge accommodation, and
 - (b) any amounts necessary to establish or continue a reserve fund for the management body.
- (2) The municipalities requisitioned under subsection (1) may determine the basis on which the total requisition is to be shared, and if the municipalities are unable to make such determination for any year, the total requisition for each year shall be shared on the basis of the proportion that the equalized assessment for each municipality in that year bears to the total of the equalized assessments for that year of all the municipalities requisitioned.”

A clause similar to this has been in place for many years.

- The City of Red Deer has a long standing agreement with the Province, as well, which indicates that we will pay 100% of the deficit as it relates to operations.
- In Order to protect the City from having to pass on large deficits via a requisition to the taxpayers, the Piper Creek Foundation Board was established such that the majority board seats were held by Council representatives.

In 1994, the Piper Creek Foundation deficit was \$329,000. This has been eliminated in 1996 and no deficit is projected for 1997 and beyond. Strong leadership was necessary to accomplish this and Council’s considerable input was necessary.

City Clerk
November 26, 1996
Piper Creek Foundation

2

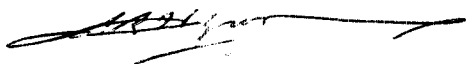
If the Piper Creek Foundation Board is increased in size with six citizens and only one elected representative, the City loses its ability to safeguard against a deficit. While this change does give greater citizen participation and input, it also leaves the City vulnerable.

A potential solution may be to enter into a new agreement with the Piper Creek Foundation, which would specify that any budget that proposes a deficit must be approved by City Council prior to proceeding with any expenditures and plans as outlined in that budget. The feasibility of such an agreement and how it would legally relate to the Provincial Housing Act (1994) would have to be reviewed by the City Solicitor.

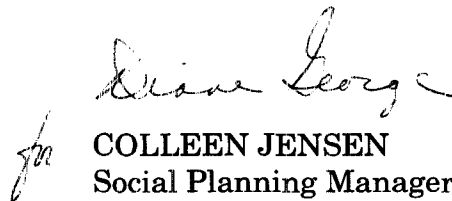
RECOMMENDATION

THAT Council of The City of Red Deer ask the City Solicitor to explore the potential of a new agreement with the Piper Creek Foundation, whereby, the City would have the authority to require City approval of any proposed deficit budget for the Piper Creek Foundation prior to embarking on that given budget year.

If such an agreement is not feasible, then we cannot support the change in board structure as requested by the Piper Creek Foundation.



LOWELL R. HODGSON
Community Services Director



COLLEEN JENSEN
Social Planning Manager

:dmg

COMMENTS:

We recommend that Council approve the request, in principle, subject to the required amendment to the Ministerial Order as outlined in the correspondence from the Piper Creek Foundation dated December 9, 1996.

"G. D. Surkan"
Mayor

"H. M. C. Day"
City Manager



MUNICIPAL AFFAIRS

Ministerial Order No. H:058/97

Office of
the MinisterIN THE MATTER OF THE
ALBERTA HOUSING ACT

S.A. 1994, c. A-30.1

PIPER CREEK FOUNDATION

I, Iris Evans, Minister of Municipal Affairs, pursuant to section 5 of the *Alberta Housing Act*, ORDER THAT:

1. Ministerial Order No.H:153/95, as amended, establishing Piper Creek Foundation as a management body, is amended:

(a) by replacing the Appendix attached to Ministerial Order H:153/95 with the attached Appendix dated 01-Nov-97.

2. This Order is effective November 1, 1997.

A handwritten signature in black ink, appearing to read "Iris Evans".

Iris Evans
Minister of Municipal Affairs

DATED at the City of Edmonton in
the Province of Alberta, this 31
day of October, 1997.

↑↑↑↑↑
FEED DOCUMENT THIS DIRECTION
**IMPORTANT
FAX MESSAGE**

TO DALE
COMPANY _____
FAX NO. 343-2332
FROM JOHN
NO. OF PAGES _____
RE _____



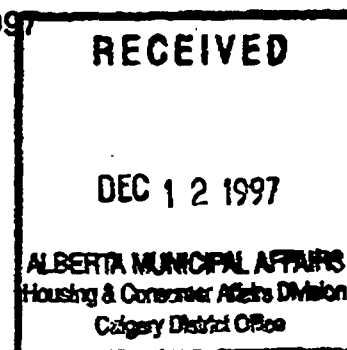
ALBERTA
MUNICIPAL AFFAIRS

Office of the Minister
Responsible for Housing, Consumer Affairs and Registries
MLA, Sherwood Park

✓
Stephen m
John C.
+ file

December 11, 1997

Mr. Morris Flewwelling
Chairperson
Piper Creek Foundation
#506, 4901 - 48 Street
Red Deer, Alberta
T0B 1N0



Dear Mr. Flewwelling:

Enclosed is the Ministerial Order amending the establishing Order of the Piper Creek Foundation.

The Appendix has been amended to reflect the requested change to the board membership and the length of term served as well as the requirement that all deficit budgets must be ratified by the City of Red Deer.

Yours sincerely,

Iris Evans
Minister

Enc.

cc: Mr. Victor Doerksen, MLA

copy: Marice A.

APPENDIX

Piper Creek Foundation

1. Piper Creek Foundation (hereafter referred to as the "management body") is hereby established as a management body.
2. The City of Red Deer is the only member of the management body.
3. (1) The management body shall be governed by a board (hereafter referred to as the "board"), comprised of a maximum of seven (7) members appointed as follows, and in accordance with subsections (2) and (3):
 - ✱ (a) one (1) member of the board appointed by the City of Red Deer; and
 - (b) six (6) members of the board appointed by the board of the management body from the citizens-at-large with one of these members coming from the client group.
- (2) For the purposes of subsection (1)(b), the board of the management body has the sole discretion to determine:
 - (a) the boundaries of the areas from which members of the board may be appointed;
 - (b) how residency in the areas from which members of the board may be appointed is determined; and
 - (c) the eligibility requirements, if any, for members of the board.
- (3) The board shall be appointed as follows:
 - (a) The first members of the board, except for the members appointed under subsection (1)(b), shall be appointed as soon as possible following the effective date of this Order.
 - (b) The members of the board referred to in subsection (1)(b), shall be appointed at the first meeting of the board following the effective date of this Order.
 - (c) Members of the board referred to in subsection (1)(a), except the first members, shall be appointed at the annual organizational meeting of the City of Red Deer in accordance with this Order and at the times the board requests the City of Red Deer and may be re-appointed as many times as thought appropriate by the municipality.
 - (d) Members of the board referred to in subsection (1)(b), shall be appointed by the board of the management body in accordance with this Order and at the times the board requires.
 - (e) The term of office for each first member of the board referred to in subsection (1)(a), shall be from the date appointed until another member is appointed to hold that office, but shall not extend beyond one (1) year.

(f) The term of office for the first members of the board referred to in subsection (1)(b) shall be as follows:

(i) one (1) member appointed for a maximum one (1) year term; and

(ii) one (1) member appointed for a maximum two (2) year term.

and the board of the management body has the sole discretion in determining which member appointed shall serve which term of office.

(g) The term of office for each member of the board referred to in subsection (1)(a), except the first members:

(i) is for a maximum three (3) year term;

(ii) shall begin the day after the City of Red Deer holds its annual organizational meeting in the year appointed; and

(iii) ends the day the City of Red Deer holds its annual organizational meeting in the year the term expires.

(h) The term of office for each member of the board referred to in subsection (1)(b), except for the first members, shall be from the date appointed until another member is appointed to hold that office, but shall not extend beyond three (3) years and appointments shall be staggered.

(i) Members of the board referred to under subsection (1)(b), including the first members appointed under clause (b), may hold consecutive terms of office, but no person shall serve more than two (2) consecutive terms.

(j) Members of the board referred to under subsection (1)(b), including the first members may re-apply for board membership after a one (1) year absence.

(k) If the office of a board member is vacated, on the vacancy occurring or as soon as possible thereafter, another individual shall be appointed as a member of the board to complete the term of the vacating member.

(l) The chairperson, vice-chairperson or any other officers of the board that the board determines necessary, shall be appointed from among the board members in the manner and at the times the board determines appropriate.

(m) The term of office for the chairperson, vice-chairperson or any other officers of the board shall be for a one (1) year term.

(n) The chairperson, vice-chairperson or any other officers of the board may hold consecutive terms of office as long as each officer is a member of the board.

(o) Each member of the board is entitled to deal with all matters of the board arising from the policies and programs, and operation and administration, of the management body, except where otherwise provided under the Act and its Regulations.

(4) The board is a continuing body.

COUNCIL MEETING OF DECEMBER 16, 1996

ATTACHMENT TO REPORT ON OPEN AGENDA

RE:

Piper Creek Foundation - Restructuring

PIPER CREEK FOUNDATION

PLANNING RETREAT

FOUNDATION BOARD ROOM, OCTOBER 22, 1996



RESULTS

FACILITATED BY ALBERTA COMMUNITY DEVELOPMENT

PIPER CREEK FOUNDATION PLANNING RETREAT

EXECUTIVE SUMMARY

EXECUTIVE SUMMARY AND RECOMMENDATIONS

October 22, 1996, the Board and senior management of the Piper Creek Foundation met in the Foundation Board room to begin a planning process. The agenda for that exercise is attached in the appendix. In addition to the agenda, participants were asked for their individual expectations from the retreat. Those are as follows:

EXPECTATIONS

- Clear direction on where we're going and organizational structure
- Where, What, How, and with whom will we provide services.
- Orientation
- Elements of a 5 year business plan
- Orientation plan and system for new board members, a 3 to 5 year plan
- Board and staff organization and structure. Working as a foundation rather than (or as well as) a service organization.
- Planning for change.
- Vision for the 21st century.
- Development of a flexible board/staffing model. Pro-active rather than re-active.
- Monitoring and evaluation plan.

It can safely be said that the expectations of the group were met or, at least, a process was begun whereby they will ultimately be met.

The first exercise was to develop a Values and a Mission Statement. Those two items were developed concurrently and the final results appear in the "draft three year business plan" while all of the raw data developed appears in the appendix. The only editing done was to change the Values statements from "people" statements to "We" statements.

Next, the participants were asked to identify all of the issues facing the organization at present and for the next few years. That listing is attached in the appendix. Participants were then asked to brainstorm resolutions to those issues. These are attached in the appendix in the order in which they occurred. They are also within the body of the 'Draft Plan' and are sorted into goal areas and in order of priority as voted on by the participants.

There was a discussion about the roles and responsibilities of the Board, the Chief Administrative Officer, and the facility managers. The results of that discussion are included in the draft plan.

PIPER CREEK FOUNDATION PLANNING RETREAT

EXECUTIVE SUMMARY (continued)

There was a brief discussion about the structure of the organization. The consensus was that, of the potential models shown, structure #1 was the model that the participants felt was the most effective.

Participants were then asked to take two of the suggested strategies and develop an action plan for each. The results of that exercise are included in the draft plan. There is a blank action planning format included if the organization finds it useful.

The appendix also contains a synopsis of the evaluations.

Before adjourning for the day, there was some discussion about the next steps the organization must take to keep this process alive and moving forward. The results of that discussion follow:

NEXT STEPS

By October 29, 1996, David will deliver 4 hard copies and one disc copy (in Microsoft Word) of a report on these proceedings including all the raw data.

October 30, 1996 Board meeting

- REVIEW, MODIFY, AND ADOPT DRAFT REPORT
- DETERMINE SEVERAL MORE STRATEGIES TO BE FLESHED OUT INTO ACTION PLANS, DETERMINE PERSONNEL TO DEVELOP THOSE PLANS, AND SET TIME FRAMES FOR THOSE TEAMS TO TABLE DRAFT ACTION PLANS FOR APPROVAL AT THE NEXT BOARD MEETING. AT SUBSEQUENT BOARD MEETINGS, MORE STRATEGIES WILL BE MOVED INTO AN 'ACTION' PHASE.

ASAP - Facility managers will discuss the planning process with staff and begin to determine a method of including all staff (and possibly some customers) in the planning process.

RECOMMENDATIONS:

1. Review this material very carefully. It represents an accurate reproduction of all the information that was generated at the planning seminar of October 22, 1996. This is what you said. You need to be confident that individually and collectively this is indeed what you said, what you meant, and what you agreed to. You then need to share it with and get feedback and input from as many individuals and stakeholders as possible.

PIPER CREEK FOUNDATION PLANNING RETREAT

EXECUTIVE SUMMARY (continued)

2. After all of the players have had the opportunity to add, adapt, and modify this draft, the planning team should re-convene to continue with the planning process. It is important to remember that today's planning requires an ongoing process, it is not an event within itself.

3. As you proceed with the process, you should establish a 'monitoring and evaluation' team which will be responsible for gathering base data and for monitoring and evaluating the success of the plan. This team will have to get active fairly early in the process so that you can develop the base data from which your plan's success will be measured.

PIPER CREEK FOUNDATION



3 YEAR BUSINESS PLAN

DRAFT #1

PIPER CREEK FOUNDATION

MISSION

**AFFORDABLE, SECURE, HOME-LIKE LIVING FOR
SELF RELIANT SENIORS.**

VALUES

RESPECT - We accorded individual respect, dignity, and caring.

INTEGRITY - We conduct ourselves in a professional manner
maintaining confidentiality, trust, and objectivity.

SERVICE - We deliver quality service with a caring and
empathetic attitude.

EFFICIENCY - We strive for efficiency through flexibility,
innovation, and risk taking to deliver a service that is affordable,
satisfactory, and fun.

PIPER CREEK FOUNDATION

GOAL AREAS

A. COMMUNICATIONS

B. ORGANIZATIONAL DEVELOPMENT AND STRUCTURE

C. FINANCIAL & ENDOWMENT DEVELOPMENT

D. FACILITY OPERATIONS/DEVELOPMENT

**E. MONITORING AND EVALUATION, QUALITY OF LIFE, AND
CUSTOMER SATISFACTION.**

PIPER CREEK FOUNDATION

ROLES AND RESPONSIBILITIES.

BOARD

- Policy Development
- Vision and Mission development
- Budgeting
- Monitor and Regulate Speed of Implementation of Policy & Plans
- Supervise and evaluate Chief Administrative Officer.

CHIEF ADMINISTRATIVE OFFICER

- * Develop procedures (from Board Policy)
- * Provide data for decision making
- * Financial control
- * Liaison with community, Government, Union
- * Responsible for Policy implementation
- Conduit between board and facility managers
- Advisor to the Board
- Represents the Foundation
- Catalyst for leadership
- Evaluates managers
- Executive Assistant to the Board
- Signs documents
- Supervises clerical staff
- Leader of the management team
- Supervises maintenance
- Provides the leadership role in organizational/business planning.

(NOTE: Those responsibilities preceded by asterisks are the ultimate responsibility of the CAO but are shared with the Management Team.)

PIPER CREEK FOUNDATION

ROLES AND RESPONSIBILITIES. (continued)

FACILITY MANAGERS

- Member of the management team
- Day-to-day operations of the facilities
- Recruit, supervise, evaluate staff.
- Resident placement.
- Liaison with residents, their families and their service providers.
- Budget preparation and implementation.
- Role models
- Implementation of policy and procedures
- Liaison with Resident Council
- Lodge standards
- Health and safety
- Rent collection
- Financial controls
- Inventory
- Monitoring services
- Clerical
- Informal public relations
- Payroll

PROJECT PLAN

TITLE: **PROJECT TEAM:** PIPER CREEK FOUNDATION

GOAL STATEMENT:

| ACTION | DATES | PERSONNEL | COSTS | MEASURES |
|--|-----------------------|-----------------------------|----------|-------------------------|
| 1. Contact Municipal Affairs with a proposal and request for permission to reduce the number of councillors to one, increase the total Board to seven, and have the 5 members at large appointed for 3 year terms. | Immediately | Board chair and CAO | nil | letter of approval |
| 2. Contact City Council with the same proposal and request permission | Immediately | Board Chair and CAO | nil | letter of approval |
| 3. Advertise and recruit nominees from the public at large | January 1 - 30, 1997 | CAO | \$300.00 | List of nominees |
| 3a. Recruit and appoint Lodge Representative | January 1 - 30, 1997 | CAO | nil | Lodge Council appointee |
| 4. Appoint Board members to total of 7 for staggered 3 year terms | February 1, 1997 | Board | nil | List of nominees |
| 4a. Dismiss two of three councillors | February 1, 1997 | City Council | nil | List of retirees |
| 5. One day orientation for new Board | February 1 - 15, 1997 | New Board, CAO, facilitator | \$300.00 | Orientation completed |

PIPER CREEK FOUNDATION

PLANNING RETREAT

APPENDIX

- RAW DATA
- ORIGINAL AGENDA
- EVALUATIONS SYNOPSIS

PIPER CREEK FOUNDATION

PLANNING RETREAT

RAW DATA

VALUES

- Integrity
- Trust
- Empathy
- Caring
- Quality
- Efficiency
- Confidentiality
- High morale - satisfaction
- • Flexibility
- Positive attitude
- Respect for individuals
- Dignity
- Teamwork
- Fun
- Service
- Risk taking
- Innovation
- Good listeners
- Cleanliness
- Affordability
- Objectivity, balance
- Professionalism

RESPECT - Everyone is accorded individual respect, dignity, and caring.

INTEGRITY - Everyone conducts themselves in a professional manner maintaining confidentiality, trust, and objectivity.

SERVICE - Everyone delivers quality service with a caring and empathetic attitude.

EFFICIENCY - Everyone strives for efficiency through flexibility, innovation, and risk taking to deliver a service that is affordable, satisfactory, and fun.

MISSION

People business
Housing (seniors)
Care
Safe environment
Affordable
High quality of life
Social interaction with peers
Nutrition
Catalyst for other community services
Adequate facilities for a changing population
Like an extended family
24 hours per day.

AFFORDABLE, SECURE, HOME-LIKE LIVING FOR SELF RELIANT SENIORS.

ISSUES

Increased/aging population
Privatization of Lodges
Finances (revenues/expenditures)
Standards
Capital financing
Changing client group
Changing client needs
More affluent
Intergenerational wealth exchange about to happen (opportunity for building the Foundation.
Staffing
Productivity/affordability
Human resources
Level of service we will/can provide
Integration with Medical and hospital services
Computerization
increase in "alone" seniors
decrease in support from "sandwich" generation
Part time workers?
Volunteer management
Decline in pension programs
Working towards "foundation" status
Relationship with Home Care
Maintenance staff - competence, quality of service.
Job insecurity

ISSUES (continued)

Union contract
Elder abuse
Being forced to keep non-self reliant seniors (shortage of space in dependent care facilities).
Low bed numbers in nursing homes.
Fee structures/schedules??
Building maintenance
depreciating assets
Customer satisfaction??
Size of foundation versus customer needs
Could we be more independent if we were larger?
Impact of Twilight Homes Foundation and Public Housing Authority.
Flat fee versus percentage of income.
Possible duplication of effort among various senior's housing agencies?
Organizational structure
Board structure.
Demand for new and innovative methods of service delivery.
Government downsizing.
Increased life expectancy.
Management structure - managing increased demands.
When we move a senior (out of Piper Creek system), there is no guarantee where they will end up.
Inflexible systems (Regional Health Authority)
Need for mid-range facility/agency between lodge and nursing home
Systems in a state of major , fundamental change.
Decreased length of stay.
Staff and resident morale building after a death.
Difficult to get and motivate 'resident's council'.
Volunteer "fire marshals"

SOLUTIONS

1 One lodge (or wing) as an "extra care" lodge
Lobby with RHA and Government officials about risks to clients and staff
Increase rates - fee/income ratio
Expand Board to 7, retain legal, accounting expertise - reduce City councillors to two in '97 and one in '98.
1 Formation of endowment fund
4 Drop 2 councillors from the Board immediately and increase members at large - active recruitment
3 Strong, consistent leadership, daily advocacy, separate CAO (full time)

SOLUTIONS (continued)

1 Development of communication links with all community players..develop partnerships

Amalgamate with Twilight Homes

1 Develop three year flexible repair and replacement budget.

3 Develop plan for input into Home Care

Start with extra care wing

1 Look at needs, expectations and satisfaction of present clients. Do analysis of future demographics.

2 Orientation for new Board members

Adopt and stick to an organizational structure.

Develop job descriptions and regular evaluation process.

Collaborative process for budgeting keeps people accountable.

Customer involvement in decision making

Who CAN we serve?

Increase night staff

4 Develop Public/PR program

Contract out maintenance.

1 Work with RHA and Municipal Affairs to meet needs on a regional basis.

3 Customer satisfaction - inservicing. All staff will be held accountable to the Values statement.

3 Develop and implement a monitoring and evaluation plan.

Develop "Foundation" mentality at the staff level.

Share information with other similar organizations.

Look at 'means' or 'income' testing.

Regularly scheduled tours through lodges by Board members.

1 Take a leadership role in development of a regional "team" management function.

2 Take a leadership role in exploring with the private sector. Seize the opportunities.

Work cooperatively with private sector operators. Encourage them to provide "upscale" facilities.

Effective use of pool of part time and casual workers between facilities. Cross training.

7 Look at facility with multilevel care, either in partnership or on our own. Self contained/lodge/assisted living. Possible joint project with Twilight Homes.

Ten year capital maintenance reserve fund.

1 New capital projects fund (Bequest?, Legacy?, Foundation?)

Keep up-to-date on Protection for Persons In Care Act and regulations.



PIPER CREEK FOUNDATION PLANNING RETREAT

FACILITATED BY ALBERTA COMMUNITY DEVELOPMENT

FOUNDATION BOARD ROOM, OCTOBER 22, 1996

PURPOSE: - To start a process that will allow the Foundation to provide the best, most efficient, and effective service to it's customers.
- To identify all the issues facing the Foundation for the next few years and start a planning process for resolving those issues.
- To examine the roles, responsibilities and structure within the organization and determine if change is required.

AGENDA

1:00 PM - MISSION AND OPERATING PRINCIPLES

What business are you in? Who are your customers? What services do you provide for those customers? What are the Values and Beliefs that you bring to your day-to-day operations and to your decision making processes?

2:00 PM - ISSUES IDENTIFICATION AND ANALYSIS

What are all the issues facing the Foundation for the next few years? Which of those do you have total control over, some influence, no control?

3:00 PM - SOLUTIONS BRAINSTORMING

We will generate a list of all possible solutions/resolutions to the issues, put them in some order of priority and attempt to start filtering them through a decision making process.

4:30 PM - ROLES AND RESPONSIBILITIES

What are the roles and responsibilities of Board Members?, senior staff?, line staff? at present?

5:30 PM - SUPPER

PIPER CREEK FOUNDATION PLANNING RETREAT

AGENDA (continued)

6:30 PM - STRUCTURE

How in the organization presently structured? Given what we've done so far (Mission, Values, Solutions, Priority setting), is the organization appropriately structured to deliver on it's plans?

7:30 PM - ACTION PLANNING

We will select some of the 'top priority' solutions identified earlier and begin the development of specific action plans for their implementation.

8:30 PM - WHAT HAPPENS NEXT??

This retreat is not an event in itself; it simply the beginning of a process. What are you going to do to ensure it's continuation?

9:30 PM - ADJOURN

EVALUATIONS SYNOPSIS (eight received)

How satisfied were you: (1 = very satisfied, 4 = not satisfied)

That your expectations were met? 1(7), 2(1), 3(0), 4(0)
With the quality of the presentation? 1(8), 2(0), 3(0), 4(0)
With the usefulness of the material? 1(8), 2(0), 3(0), 4(0)
That you were able to fully participate? 1(8), 2(0), 3(0), 4(0)

As a result of this presentation/workshop, do you feel:

| | | | | |
|---|-----|---|----|---|
| - An increased need to work with others | Yes | 8 | No | 0 |
| - More capable of working with others? | Yes | 8 | No | 0 |
| - More capable of providing leadership | Yes | 8 | No | 0 |
| - More capable of making a contribution | Yes | 8 | No | 0 |
| - Capable of achieving lasting results | Yes | 8 | No | 0 |

What did you like the most or find the most useful about the presentation?

- Practicality/focus/provocative/balanced.
- Moving towards a structured plan.
- For me, an excellent orientation and better insight in the Foundation.
- It was interesting to find out that many issues that were important to management were also NB to Board members.
- All of it.
- Enjoyed and found it all very useful.
- Group participation - everyone equally contributed ideas.
- Progress achieved!!

What did you like least or find least useful?

- Everything was meaningful and useful for the Board.
- None of it.
- I obtained useful information in all areas.

Would you use our services again? Yes 7 No 0 No Answer 1

Would you recommend us to other organizations? Yes 8 No 0

What action are you going to personally take over the next year to implement what was discussed here.

- Ensure plan is developed and implemented
- Actively contribute to the Vision and Solutions for dealing with changes and challenges of the future.
- Resolve issue with Home Care.
- I will keep bringing issues forward until they are resolved.
- The board to take some action on some of the issues.
- More effective Board representation.
- Develop action plan from "solutions" and implement ASAP.
- Follow through on identified tasks. Expand CAO's position

Do you have any comments or suggestions about how we might do this differently and/or achieve better results for you.

- No. (three times)
- Very well done. Thank you.
- Many thanks.
- Good job, David!

**THE CITY OF RED DEER**

P. O. BOX 5008, RED DEER, ALBERTA T4N 3T4

FAX: (403) 346-6195

City Clerk's Department
(403) 342-8132 FAX (403) 346-6195

FILE

December 17, 1996

Piper Creek Foundation
4277 - 46 A Avenue
Red Deer, AB T4N 6T6

Att: Fred Farwell, Chairman

Dear Sir:

At the City of Red Deer's Council Meeting held December 16, 1996, consideration was given to letters from the Piper Creek Foundation dated November 14, 1996 and December 9, 1996, concerning the restructuring of the Board of Directors for the Piper Creek Foundation. At that meeting the following resolution was passed:

"RESOLVED that Council of The City of Red Deer, having considered correspondence from the Piper Creek Foundation dated November 14, 1996 and December 9, 1996, re: Board of Directors Restructuring - Piper Creek Foundation, hereby approves in principle the restructuring of the Piper Creek Foundation Board of Directors subject to the Ministerial Order being amended to provide for:

1. the change in Board composition;
2. the requirement that all deficit budgets for the Foundation must be ratified by The City of Red Deer prior to that budget year,

and as presented to Council December 16, 1996."

As outlined in the above resolution, Council supports the reorganization subject to the conditions outlined above. I ask that once you have received the amended Ministerial Order, that you provide a copy of same to this office for our records.

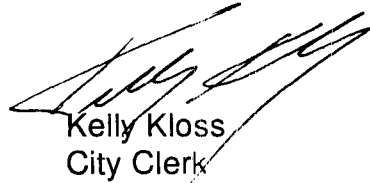


*a delight
to discover!*

Piper Creek Foundation
December 17, 1996
Page 2

If you have any questions or require additional information, please do not hesitate to contact the undersigned.

Sincerely,



Kelly Kloss
City Clerk

KK/clr

c Director of Community Services
 Social Planning Manager
 City Solicitor

DATE: November 20, 1996

TO: X DIRECTOR OF COMMUNITY SERVICES
DIRECTOR OF CORPORATE SERVICES
DIRECTOR OF DEVELOPMENT SERVICES
CITY ASSESSOR
E. L. & P. MANAGER
ENGINEERING DEPARTMENT MANAGER
FIRE CHIEF (EMERGENCY SERVICES)
INFORMATION TECHNOLOGY SERVICES MANAGER
INSPECTIONS AND LICENSING MANAGER
LAND AND ECONOMIC DEVELOPMENT MANAGER
PERSONNEL MANAGER
PUBLIC WORKS MANAGER
R.C.M.P. INSPECTOR
RECREATION, PARKS & CULTURE MANAGER
X SOCIAL PLANNING MANAGER
TRANSIT MANAGER
TREASURY SERVICES MANAGER
PRINCIPAL PLANNER
CITY SOLICITOR

BACKUP INFORMATION
NOT SUBMITTED TO COUNCIL

FROM: CITY CLERK
RE: PIPER CREEK FOUNDATION RESTRUCTURING

Please submit comments on the attached to this office by November 25, 1996, for the Council Agenda of December 2, 1996.

"Kelly Kloss"
City Clerk

FILE

FILE No.



THE CITY OF RED DEER

P. O. BOX 5008, RED DEER, ALBERTA T4N 3T4

FAX: (403) 346-6195

City Clerk's Department
(403) 342-8132 FAX (403) 346-6195

November 20, 1996

Piper Creek Foundation
ATTN: Fred Farwell, Chairman
#306, 4901 - 48 Street
Red Deer, AB T4N 6M4

BACKUP INFORMATION
NOT SUBMITTED TO COUNCIL

Dear Mr. Farwell:

I am in receipt of your letter dated November 14, 1996, re: Board of Directors Restructuring. Your letter will be placed on the Red Deer City Council Agenda of December 2, 1996.

Your request has been circulated to City Administration for comments. A copy of the administrative comments will be available to you prior to the Council Meeting and can be picked up at our office on the second floor of City Hall on Friday, November 29, 1996.

If you wish to be present and/or speak at the Council Meeting, please telephone our office on Friday, November 29, 1996, and we will advise you of the approximate time that Council will be discussing this item. Upon arrival at City Hall, please enter the park side entrance and proceed to the Council Chambers on the second floor.

Council Meetings are open to the general public and are televised live on Shaw Cable, Channel 3. Council Meetings commence at 4:30 p.m., adjourn for the supper hour at 6:00 p.m., and reconvene at 7:00 p.m. Council agendas are available to the public and media from the City Clerk's Department.

If you have any questions or require further assistance, please do not hesitate to contact me.

Sincerely,

Kelly Kloss
City Clerk

KK/lb



*a delight
to discover!*

Office of
the Minister

IN THE MATTER OF THE
ALBERTA HOUSING ACT
S.A. 1994, c. A-30.1

PIPER CREEK FOUNDATION

I, Iris Evans, Minister of Municipal Affairs, pursuant to section 5 of the *Alberta Housing Act*, **ORDER THAT:**

1. Ministerial Order No.H:153/95, as amended, establishing **Piper Creek Foundation** as a management body, is amended:
 - (a) by replacing the Appendix attached to Ministerial Order H:153/95 with the attached Appendix dated 01-Nov-97.
2. This Order is effective November 1, 1997.


Iris Evans
Minister of Municipal Affairs

DATED at the City of Edmonton in
the Province of Alberta, this 31
day of October, 1997.

APPENDIX

Piper Creek Foundation

- 1. Piper Creek Foundation (hereafter referred to as the "management body") is hereby established as a management body.**
- 2. The City of Red Deer is the only member of the management body.**
- 3. (1) The management body shall be governed by a board (hereafter referred to as the "board"), comprised of a maximum of seven (7) members appointed as follows, and in accordance with subsections (2) and (3):**
 - (a) one (1) member of the board appointed by the City of Red Deer; and**
 - (b) six (6) members of the board appointed by the board of the management body from the citizens-at-large with one of these members coming from the client group.**
- (2) For the purposes of subsection (1)(b), the board of the management body has the sole discretion to determine:**
 - (a) the boundaries of the areas from which members of the board may be appointed;**
 - (b) how residency in the areas from which members of the board may be appointed is determined; and**
 - (c) the eligibility requirements, if any, for members of the board.**
- (3) The board shall be appointed as follows:**
 - (a) The first members of the board, except for the members appointed under subsection (1)(b), shall be appointed as soon as possible following the effective date of this Order.**
 - (b) The members of the board referred to in subsection (1)(b), shall be appointed at the first meeting of the board following the effective date of this Order.**
 - (c) Members of the board referred to in subsection (1)(a), except the first members, shall be appointed at the annual organizational meeting of the City of Red Deer in accordance with this Order and at the times the board requests the City of Red Deer and may be re-appointed as many times as thought appropriate by the municipality.**
 - (d) Members of the board referred to in subsection (1)(b), shall be appointed by the board of the management body in accordance with this Order and at the times the board requires.**
 - (e) The term of office for each first member of the board referred to in subsection (1)(a), shall be from the date appointed until another member is appointed to hold that office, but shall not extend beyond one (1) year.**

- (f) The term of office for the first members of the board referred to in subsection (1)(b) shall be as follows:
 - (i) one (1) member appointed for a maximum one (1) year term; and
 - (ii) one (1) member appointed for a maximum two (2) year term.

and the board of the management body has the sole discretion in determining which member appointed shall serve which term of office.

- (g) The term of office for each member of the board referred to in subsection (1)(a), except the first members:
 - (i) is for a maximum three (3) year term;
 - (ii) shall begin the day after the City of Red Deer holds its annual organizational meeting in the year appointed; and
 - (iii) ends the day the City of Red Deer holds its annual organizational meeting in the year the term expires.
- (h) The term of office for each member of the board referred to in subsection (1)(b), except for the first members, shall be from the date appointed until another member is appointed to hold that office, but shall not extend beyond three (3) years and appointments shall be staggered.
- (i) Members of the board referred to under subsection (1)(b), including the first members appointed under clause (b), may hold consecutive terms of office, but no person shall serve more than two (2) consecutive terms.
- (j) Members of the board referred to under subsection (1)(b), including the first members may re-apply for board membership after a one (1) year absence.
- (k) If the office of a board member is vacated, on the vacancy occurring or as soon as possible thereafter, another individual shall be appointed as a member of the board to complete the term of the vacating member.
- (l) The chairperson, vice-chairperson or any other officers of the board that the board determines necessary, shall be appointed from among the board members in the manner and at the times the board determines appropriate.
- (m) The term of office for the chairperson, vice-chairperson or any other officers of the board shall be for a one (1) year term.
- (n) The chairperson, vice-chairperson or any other officers of the board may hold consecutive terms of office as long as each officer is a member of the board.
- (o) Each member of the board is entitled to deal with all matters of the board arising from the policies and programs, and operation and administration, of the management body, except where otherwise provided under the Act and its Regulations.

(4) The board is a continuing body.

- (5) The board shall provide the Deputy Minister with the name of its chairperson and vice-chairperson as soon as possible on selection, and shall notify the Deputy Minister of any change of chairperson and vice-chairperson.
4. The board shall:
- (a) designate the offices of the management body, and
 - (b) immediately notify the Deputy Minister of the location of its primary place of business in Alberta and any other offices, the management body's address for service, and any change in the location of such offices or address for service.
5. (1) For the purposes of providing lodge accommodation, the management body may requisition the City of Red Deer.
- (2) All deficit budgets for the Piper Creek Foundation must be ratified by the Council of the City of Red Deer.
6. (1) The management body is responsible for the operation and administration of the housing accommodation listed in Schedule "A".
- (2) In addition to the housing accommodation operated under subsection (1), the management body may operate Rent Supplement housing accommodation as designations are allocated to the management body by the Minister under the Rent Supplement Program Regulation.
7. For the purposes of the Act, the management body has and is subject to the powers, functions or duties as provided in the following Regulations:
- (a) Management Body Operation and Administration Regulation;
 - (b) Social Housing Accommodation Regulation;
 - (c) Housing Accommodation Tenancies Regulation;
 - (d) Rent Supplement Program Regulation; and
 - (e) Lodge Assistance Program Regulation.
8. For the purposes of the Act, the management body's reporting date is 90 days from the effective date of this Order.

Office of
the Minister

IN THE MATTER OF THE**ALBERTA HOUSING ACT****S.A. 1994, c. A-30.1****Revisions to Housing Accommodation
Schedules of Various Management Bodies**

I, Tom Thurber, Minister of Municipal Affairs, pursuant to section 5 of the *Alberta Housing Act*, **ORDER THAT:**

1. Revisions to housing accommodation schedules of management bodies be made as follows:
 - (a) Ministerial Order No. H:065/95, as amended, establishing **Calgary Housing Authority**, as a management body is amended:
 - (i) by Schedule 'A' Calgary Housing Authority, as amended, attached to Ministerial Order No. H:065/95, with the attached Schedule 'A' Calgary Housing Authority dated 09-Dec-96.
 - (b) Ministerial Order No. H:187/94, as amended, establishing **Capital Region Housing Corporation**, as a management body is amended:
 - (i) by replacing Schedule 'A' Capital Region Housing Corporation, as amended, attached to Ministerial Order No. H:187/94, with the attached Schedule 'A' Capital Region Housing Corporation dated 10-Dec-96.
 - (c) Ministerial Order No. H:174/94, as amended, establishing **Fort McMurray Housing Authority**, as a management body is amended:
 - (i) by replacing Schedule 'A' Fort McMurray Housing Authority, as amended, attached to Ministerial Order No. H:174/94, with the attached Schedule 'A' Fort McMurray Housing Authority dated 10-Dec-96.
 - (d) Ministerial Order No. H:186/94, as amended, establishing **M.D. of St. Paul Foundation**, as a management body is amended:
 - (i) by Schedule 'A' M.D. of St. Paul Foundation, as amended, attached to Ministerial Order No. H:186/94, with the attached Schedule 'A' M.D. of St. Paul Foundation dated 10-Dec-96.

(e) Ministerial Order No. H:022/95, as amended, establishing **Mountain View Management Board**, as a management body is amended:

(i) by replacing Schedule 'A' Mountain View Management Board, as amended, attached to Ministerial Order No. H:022/95, with the attached Schedule 'A' Mountain View Management Board dated 10-Dec-96.

(f) Ministerial Order No. H:153/95, as amended, establishing **Piper Creek Foundation**, as a management body is amended:

(i) by replacing Schedule 'A' Piper Creek Foundation, as amended, attached to Ministerial Order No. H:153/95, with the attached Schedule 'A' Piper Creek Foundation dated 10-Dec-96.

(g) Ministerial Order No. H:084/95, as amended, establishing **Rocky View Foundation**, as a management body is amended:

(i) by replacing Schedule 'A' Rocky View Foundation, as amended, attached to Ministerial Order No. H:084/95, with the attached Schedule 'A' Rocky View Foundation dated 10-Dec-96.

(h) Ministerial Order No. H:039/95, establishing **Sylvan Lake Foundation**, as a management body is amended:

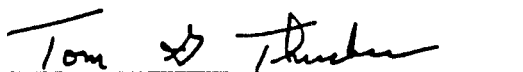
(i) by replacing Schedule 'A' Sylvan Lake Foundation attached to Ministerial Order No. H:039/95, with the attached Schedule 'A' Sylvan Lake Foundation dated 10-Dec-96.

(ii) by adding to Section 7 of the Appendix:

“(d) Rent Supplement Regulation; and

(e) Lodge Assistance Program Regulation.”

2. This Order is effective January 1, 1997.



Tom Thurber
Minister of Municipal Affairs

DATED at the City of Edmonton in
the Province of Alberta, this 19th
day of DECEMBER, 1996.

Schedule "A"

PIPER CREEK FOUNDATION

Housing Accommodation

| Housing Accommodation Type Project Name | Project Number | Legal Description Meridian | Plan | Block | Lot | Unit | LINC | Municipal Address | No. of Units |
|--|----------------|-------------------------------|---------|-------|-----|------|------------|-------------------------------|-----------------|
| LODGE | | | | | | | | | |
| PARKVALE LODGE | 166327516069 | | 8422029 | A | 1 | | 0011086766 | 4277 - 46A AVENUE RED DEER | 69 |
| PINES LODGE | 166327510251 | | 1621 NY | 8 | 2 | | 0020373684 | 52 PIPER DRIVE RED DEER | 66 |
| PIPER CREEK LODGE | 166327510179 | | 7520506 | 9 | 1 | | 0015133325 | 4820 - 33 STREET RED DEER | 66 |

Item No. 1
Bylaws

BYLAW NO. 2960/B-96

Being a bylaw to amend Bylaw No. 2960/88, The Utility Bylaw of The City of Red Deer.

NOW THEREFORE, THE MUNICIPAL COUNCIL OF THE CITY OF RED DEER, IN THE PROVINCE OF ALBERTA, DULY ASSEMBLED, ENACTS AS FOLLOWS:

Bylaw No. 2960/88 is hereby amended as follows:

- 1 By deleting Part 8 in its entirety and replacing it with Part 8 attached hereto.
- 2 By deleting Schedule "D" in its entirety and replacing it with Schedule "D" attached hereto, effective January 24, 1997.
- 3 Section 122 is amended by deleting therefrom the number "118.1" and replacing same with the number "119(1)".
- 4 Sections 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130 and 131 be renumbered 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131 and 132, respectively.
- 5 This bylaw shall come into full force and effect on January 1, 1997.

READ A FIRST TIME IN OPEN COUNCIL this 4 day of November A.D. 1996.

READ A SECOND TIME IN OPEN COUNCIL this day of A.D. 1996.

READ A THIRD TIME IN OPEN COUNCIL this day of A.D. 1996.

AND SIGNED BY THE MAYOR AND CITY CLERK this day of A.D. 1996.

MAYOR

CITY CLERK

PART 8

GARBAGE UTILITY

- 106 In this part and in the schedules related to this part, the following words shall have the following meanings:
- (a) "Container" means a container for garbage which is designed to be emptied by a front loader garbage vehicle;
 - (b) "Contractor" shall mean the person who is designated by the City as the holder of the exclusive franchise for garbage service in the city pursuant to this bylaw;
 - (c) "Dangerous Goods" shall have the meaning set out from time to time in the Transportation of Dangerous Goods Control Act, R.S.A. 1980, Ch. T-6.5 as amended, and the regulations thereunder;
 - (d) "Disposal Grounds" shall mean the landfill site operated under the authority of the City from time to time;
 - (e) "Garbage" means discarded material or waste of any kind which is permitted to be disposed of at the City landfill site;
 - (f) "Hazardous Waste" shall have the meaning set out from time to time in the Environmental Protection and Enhancement Act, R.S.A. 1980, Ch. E 13.3 as amended, and the regulations thereunder;
 - (g) "Receptacle" means a receptacle for garbage other than a container as defined herein and includes a garbage can and garbage bags;
 - (h) "Special Waste" means waste which requires special disposal treatment at the Disposal Grounds but does not include garbage, hazardous waste or dangerous goods.

ESTABLISHMENT AND CONTRACTING

- 107 The City hereby establishes the garbage utility system for the collection, removal and disposal of all garbage and special waste in the City.

- 108 (1) The City hereby grants an exclusive franchise for the collection, removal and disposal of garbage collected within the boundaries of the City for a term commencing upon the coming into force of this bylaw and terminating upon the 31st day of December 2001 (five years) to Western Canadian Waste Services Inc. (the "Contractor"). Such exclusive franchise shall be governed by the terms of this bylaw and any agreement entered into between the City and the Contractor.
- (2) Except as provided in this part, no person other than the Contractor shall directly or indirectly remove or dispose of garbage collected within the boundaries of the City.
- (3) Notwithstanding the foregoing, the Contractor shall not have any exclusive right to collect, remove and dispose of the following types of garbage:
- (a) residential large household goods;
 - (b) garbage in rolloff containers of a capacity of 20 cubic yards or greater;
 - (c) garbage produced by large scale commercial compactors of a capacity of 20 cubic yards or greater;
 - (d) any waste not accepted at the city Landfill; and
 - (e) those items suitable for recycling or reuse.
- 109 (1) The City hereby grants an exclusive franchise for the collection, removal and recycling of recyclable material from the Residential Recycling Program for a term commencing upon the coming into force of this bylaw and terminating upon the 31st day of December 2001 (five years) to W.M.I. Waste Management of Canada Inc. (the "Recycling Contractor"). Such exclusive franchise shall be governed by the terms of this bylaw and any agreement entered into between the City and the Contractor.
- (2) Except as provided in this part, no person other than the Recycling Contractor shall directly or indirectly remove or dispose of recyclable material from the Residential Recycling Program collected within the boundaries of the City.

GARBAGE SERVICE CHARGES AND BILLING RATES

- 110 (1) The City hereby levies and the consumer shall pay for garbage services provided the amounts and charges provided for in this bylaw and in Schedule "D" attached hereto.
- (2) For greater certainty, all consumers shall pay the City for basic garbage services notwithstanding any contract such consumer may have for additional or special garbage services. The City shall not be responsible to bill or to collect fees for additional or special garbage services.
- (3) Where service is provided for part of a billing period, the rate shown under Schedule "D" for such service shall be prorated and charged for the portion of the period the service is provided.
- (4) No charges shall be levied or collected in respect of residential lands when such lands are not in fact occupied and the garbage service is not being used.

ADMINISTRATION OF GARBAGE COLLECTION, REMOVAL AND DISPOSAL SERVICE

- 111 (1) The Director shall:
- (a) supervise the collection, removal and disposal of garbage under this bylaw and under any contract entered into by the City;
- (b) decide what does or does not constitute garbage or special waste which shall be collected and removed under this bylaw, and
- (c) determine which of the rates set out in Schedule "D" applies to a particular consumer in light of the quantity or volume of garbage produced by that consumer.

USE OF THE GARBAGE SERVICE AND DISPOSAL GROUNDS

- 112 (1) No material shall be considered to be "garbage" within the meaning of this bylaw unless and until the owner of the same shall have placed it in a receptacle or container for collection.
- (2) All garbage shall be removed to and disposed of in the Disposal Grounds subject to the regulations established by the City therefor and no person shall deposit or dispose of garbage at any location in the City except the Disposal Grounds.
- 113 (1) No owner or occupant of land shall permit garbage to accumulate loosely on such land.
- (2) An owner or occupant of land shall ensure that any garbage produced from such land is held in receptacles or containers in good condition adequate to contain the accumulation of garbage originating from such lands between collection times.
- (3) Garbage receptacles shall be placed as near as practicable to the lane abutting the lands upon which the same are situated so as to be easily accessible to the persons required by this bylaw or any contract pursuant hereto to handle the same, or if a lane does not abut such lands, or for any other reason the placement required by this section is impractical, such receptacles shall be placed in such manner as the Director directs.
- 114 When a building is constructed so that its exterior wall abuts the lane or the lane setback and no alternate location is provided on the site accessible to the lane, a space within the building, accessible to the lane, shall be provided of sufficient dimensions to contain all garbage between periods of collection to the satisfaction of the Director.
- 115 (1) Notwithstanding any other provisions of this bylaw, a receptacle containing garbage shall be sufficiently strong to hold the weight of garbage contained therein without breaking and shall not exceed:
- (a) 25 kilograms (55 pounds) in weight;
- (b) 1.2 metres (4 feet) in length; or

- (c) 100 litres (3.6 cubic feet) in volume.
- (2) The City and its Contractor are not required to handle, collect or remove a receptacle, or the contents of a receptacle, which does not comply with section 115(1) of this bylaw.
- (3) All owners or occupants of land shall remove and dispose of all garbage originating on their lands or premises which are not collected, removed and disposed of pursuant to this bylaw, and in default of their so doing, the City may remove and dispose of such garbage at the expense of such owners or occupants and the owners or occupants shall make payment of such expenses on demand.
- 116 (1) The owner or occupant of residential lands or premises may remove the garbage therefrom at his own expense and employ some other person for such purpose, but such action shall not relieve the owner or occupant of this liability to pay to the City the rate levied under this bylaw for removing such garbage.
- (2) The owner or occupant of multi-family residential lands or premises must have hand pick-up or container collection of garbage at least once per week.
- (3) The owner or occupant of non-residential lands or premises may remove his own garbage at his own cost and expense by employing the services of his own workers or employees, but such owner or occupant shall not contract such work out to any party other than the Contractor, except for the removal of this types of garbage listed in Section 108(3).
- (4) Any person who breaches the provisions of subsection (3) hereof, in addition to his liability to be prosecuted for an offence under this bylaw, shall be liable for and make payment to the City of the fees and charges for removal and disposal of garbage which such person would have had to pay had such person used the services of the Contractor for such purpose.
- (5) Section 116 does not apply to removal of garbage from the Michener Centre.

HAZARDOUS WASTE, DANGEROUS GOODS, SPECIAL WASTE

- 117 (1) The owner or occupant of land which produces or possesses any dangerous goods, hazardous waste or special waste shall remove and dispose of such goods in accordance with this bylaw and any regulations of the Governments of Alberta and Canada.
- (2) The owner or occupant of any lands from which any dangerous goods, hazardous waste or special waste is removed shall properly identify such waste or goods and shall be responsible for obtaining approvals for the safe transport and disposal thereof.
- (3) No person shall deposit or mix with any garbage for collection in the garbage service or delivery to the Disposal Grounds any dangerous goods or hazardous waste.
- (4) No person shall place, or cause to be placed, any special waste into the garbage service or Disposal Grounds without obtaining permission from the Director and making payment of the disposal charge specified in Schedule "D".
- (5) Any person breaching any part of this section 117 shall be responsible for all costs incurred in eliminating any pollution or contamination of the Disposal Grounds or any other site in the City and shall make payment of the same to the City on demand.

BURNING

- 118 Except as provided in the City's Fire Permit Bylaw no persons shall burn or attempt to burn any garbage outside of a building in any area of the City.

MISCELLANEOUS

- 119 (1) Notwithstanding anything in this bylaw, no person shall deposit any garbage or refuse at the Disposal Grounds which does not originate from within the boundaries of the City except with the prior written permission of the Public Works Manager or under the authority of a contract with the City.

- (2) The penalty for a breach of section 119 shall be:
- (a) in the case of a first offence, a fine of not less than \$50.00 and not more than \$100.00 and in default of payment thereof to a term of imprisonment for not more than 5 days;
 - (b) in the case of a second offence, a fine of not less than \$150.00 and not more than \$250.00 and in default of payment thereof to a term of imprisonment for not more than 15 days; and
 - (c) in the case of a third and any subsequent offence, a fine of \$500.00 and in default of payment thereof to a term of imprisonment for not more than 90 days, or to both fine and imprisonment.

SCHEDULE "D"

Page 1 of 3

PART 8**SCHEDULE OF GARBAGE RATES**

The following rates are effective January 24, 1997.

1. Rates to be applicable for premises when supplied with a container by the contractor engaged by the City. Scheduled Service includes Contractor-provided container.

| SOLID WASTE COLLECTION RATES FOR COMMERCIAL FRONT-END CONTAINERS | | | | |
|---|------------------------------|------------------------------|------------------------------|------------------------------|
| Type of Service | Monthly Rate | | | |
| | 1.529 cu. m. (2 cu. yds.) | 2.294 cu. m. (3 cu. yds.) | 3.058 cu. m. (4 cu. yds.) | 4.587 cu. m. (6 cu. yds.) |
| <u>Service on Demand:</u> | | | | |
| Container rental | 19.50 | 26.00 | 32.50 | 39.00 |
| Lift charge | 19.50 | 26.00 | 32.50 | 39.00 |
| <u>Scheduled Service:</u> | | | | |
| 1 lift per month | 21.05 | 25.08 | 29.09 | 37.15 |
| 1 lift every 2 weeks | 29.09 | 37.15 | 45.20 | 61.30 |
| 1 lift per week | 34.26 | 51.39 | 66.81 | 89.93 |
| 2 lifts per week | 68.52 | 102.78 | 133.61 | 166.50 |
| 3 lifts per week | 102.78 | 154.17 | 189.12 | 243.59 |
| 4 lifts per week | 137.05 | 205.57 | 246.68 | 328.90 |
| 5 lifts per week | 171.30 | 256.96 | 308.35 | 409.84 |
| 6 lifts per week | 205.57 | 308.35 | 370.02 | 493.35 |
| Extra lift for scheduled service | 19.50 | 26.00 | 32.50 | 39.00 |

Charges for special container services in addition to the above rates will be as follows:

RATES PER CONTAINER

| | |
|---|--------------------|
| Locking Devices on Containers | \$ 5.00 per month |
| Castors on Containers | \$ 5.00 per month |
| Extra Cleaning (if more than one per year required) | \$120.00 each time |
| Fire Damage | \$100.00 each time |

SCHEDULE "D"

Page 2 of 3

PART 8**SCHEDULE OF GARBAGE RATES**

2. Rates to be applicable for premises where the owner or agent is charged and such owner or agent provides receptacles for hand pick-up of solid waste.

| MONTHLY SOLID WASTE COLLECTION RATES FOR COMMERCIAL HAND PICK-UP | | | | | | | |
|---|-------------------------------|--------|--------|--------|--------|---------|------------------------------|
| Volume per Pick-Up | Frequency of Pick-Up per Week | | | | | | Cost per Extra Pick-Up |
| | 1 | 2 | 3 | 4 | 5 | 6 | |
| .383 cu.m. (<2 cu. yd.) | 7.35 | 14.69 | 22.04 | 29.38 | 36.73 | 44.07 | 6.50 |
| .383 cu.m. (2 cu. yd.) | 14.69 | 29.38 | 44.07 | 58.76 | 73.45 | 88.14 | 9.10 |
| .765 cu. m. (1 cu. yd.) | 29.38 | 58.76 | 88.14 | 117.52 | 146.90 | 176.28 | 11.70 |
| 1.529 cu.m. (2 cu. yds) | 58.76 | 117.52 | 176.28 | 235.04 | 293.80 | 352.56 | 14.30 |
| 2.294 cu. m. (3 cu. yds.) | 88.14 | 176.28 | 264.42 | 352.56 | 440.70 | 528.84 | 20.80 |
| 3.058 cu. m. (4 cu. yds.) | 117.52 | 235.04 | 352.56 | 470.08 | 587.60 | 705.12 | 27.30 |
| 3.823 cu.m. (5 cu. yds.) | 146.90 | 293.80 | 440.70 | 587.60 | 734.50 | 881.40 | 33.80 |
| 4.587 cu.m. (6 cu. yds.) | 176.28 | 352.56 | 528.84 | 705.12 | 881.40 | 1057.68 | 40.30 |

3. For a single family dwelling unit, a semi-detached residential unit, a single family dwelling unit with a basement dwelling unit situated therein, or an occupant of a dwelling unit in a multiple family building where the owner or agent does not pay charges directly to the City, the charge shall be \$6.23 per month per dwelling unit for one pick-up per week of garbage year round and once a week collection of yard waste for six months per year.
4. For each residential dwelling unit the charge shall be \$2.31 per month for recycling.
5. The charge for collection of large items up to a maximum load weight of 500 kg. shall be \$100.00 per load, to be invoiced directly by the Contractor.

SCHEDULE "D"**PART 8****SCHEDULE OF GARBAGE RATES****6. DISPOSAL GROUNDS RATES FOR ACCEPTANCE OF GARBAGE AND REFUSE**

| <u>Description</u> | <u>Rate</u> |
|---|--------------------------|
| 1. Residents hauling residential refuse from their own residences | \$26.00 per metric tonne |
| 2. Private companies or commercial haulers with commercial or residential refuse | \$26.00 per metric tonne |
| 3. Liquid waste contained in a water tight box or tank | \$26.00 per metric tonne |
| 4. Demolition, concrete, asphalt and tree rubble | \$26.00 per metric tonne |
| 5. Special Waste | \$46.00 per metric tonne |
| 6. When fractional metric tonnes are delivered the rate charged for the same shall be determined by pro-rating the above rates per tonne in the same ratio as the weight of such refuse, waste or rubble delivered bears to a metric tonne. In any event, a minimum charge of \$5.00 shall apply. | |
| 7. Clean Fill | No Charge |

7. Dry Waste Disposal Site

| | <u>Dirt</u> | <u>Concrete and Asphalt</u> |
|-----------------|--------------------|------------------------------------|
| Single Axle | \$ 3.00 | \$ 15.00 |
| Tandem | \$ 5.00 | \$ 20.00 |
| End Dumps | \$ 10.00 | \$ 40.00 |
| Pups and Trucks | \$ 10.00 | \$ 40.00 |

BYLAW NO. 3181/96

WHEREAS the amount of the taxes levied or estimated to be levied for the year 1997 by The City of Red Deer (hereinafter referred to as "the Corporation") for all purposes is the sum of Forty-Six Million Dollars (\$46,000,000.00);

AND WHEREAS the Council of the Corporation deems it necessary to borrow the sum of Twenty-Five Million Dollars (\$25,000,000.00) to meet its current expenditures and obligations for the current year until the taxes levied or to be levied therefor can be collected;

AND WHEREAS the amount of temporary loans hereby authorized to be borrowed and outstanding will not exceed the amount of taxes levied or estimated to be levied for the year 1997 by the Corporation;

NOW THEREFORE BE IT ENACTED by the Council of the Corporation as a Bylaw thereof as follows:

- 1 That the Council of the Corporation do borrow from the Bank of Montreal (herein called "the Bank") the sum of Twenty-Five Million Dollars (\$25,000,000.00) which the Council deems necessary to meet the current expenditures and obligations of the Corporation for the year 1997 until such time as the taxes levied therefor can be collected and agree to pay interest thereon, either in advance of or at maturity and in either case after maturity, at the rate of Prime per centum per annum not to exceed 20%. In the event the rate of Prime did exceed 20% the loan would become payable immediately.
- 2 That for and in respect of the sum or sums so borrowed the promissory note or notes of the Corporation under its corporate seal, duly attested by the signatures of either its Mayor and its Treasurer, and payable within the year 1997, be delivered to and in favour of the Bank.

- 3 That the Council of the Corporation doth hereby pledge and charge to the Bank as security for the payment of the moneys to be borrowed hereunder and interest thereon as aforesaid the whole of the unpaid taxes and penalties on taxes assessed or levied by the Corporation in prior years, together with penalties thereon, and the whole of the taxes for the year 1997 and the Corporation shall deposit in a special account with the Bank all of the said taxes and penalties as collected, as collateral security for the payment of the moneys to be borrowed hereunder and interest thereon, but the Bank shall not be restricted to the said taxes and penalties for such payment, nor shall it be bound to wait for payment until such taxes and penalties can be collected nor be required to see that they are deposited as aforesaid.
- 4 That nothing herein contained shall waive, prejudicially affect or exclude any right, power, benefit, or security, by statute, common law or otherwise given to or implied in favour of the Bank.

READ A FIRST TIME IN OPEN COUNCIL this day of A.D. 1996.

READ A SECOND TIME IN OPEN COUNCIL this day of A.D. 1996.

READ A THIRD TIME IN OPEN COUNCIL this day of A.D. 1996.

AND SIGNED BY THE MAYOR AND CITY CLERK this day of A.D. 1996.

MAYOR

CITY CLERK

DATE: December 17, 1996

TO: Land and Economic Development Manager

FROM: City Clerk

**RE: REQUEST FOR COMMENTS -
WRITTEN INQUIRY - COUNCILLOR BILL HULL:
SUMMARY OF COSTS AND BENEFITS OF IMPLEMENTING A
COMMISSION SYSTEM WITH REAL ESTATE AGENTS**

At the Council Meeting of December 16, 1996, the following Written Inquiry was submitted by Councillor Hull.

"Whereas the City has experienced some difficulties in marketing City properties and negotiating sales agreements;

Please summarize the costs and benefits of implementing a commission system with registered real estate agents."

Please provide your response to this office by January 6, 1997 for the Council Meeting of January 13, 1997.



Kelly Kloss
City Clerk

KK/clr
attch.

FILE