

**4. HAZELDEAN ROAD AT IBER ROAD - PROPOSED TRAFFIC CONTROL SIGNALS  
AND ROAD MODIFICATIONS - PUBLIC HEARING**

**COMMITTEE RECOMMENDATIONS**

**Having held a public hearing that Council approve:**

- 1. the installation of traffic control signals and associated roadway modifications at the intersection of Hazeldean Road and Iber Road (as illustrated in Annex E) where the Township of Goulbourn share the costs associated with the installation of the traffic control signal with the Region as per the conditions adopted by Council on 26 April 2000 regarding the installation of unwarranted traffic control signals in rural areas; and,**
- 2. roadway modifications on the north side of Hazeldean Road between Fringewood Drive and Cedarow Court (as illustrated in Annex F).**

**DOCUMENTATION**

- 1. Director, Mobility Services and Corporate Fleet Services report dated 31 May 2000 is immediately attached.**
- 2. Chair, Regional Cycling Advisory Group submission dated 20 June 2000 immediately follows the report.**
- 3. Extract of Draft Minute, Transportation Committee, 21 June 2000, will be distributed prior to Council and will include a record of the vote.**

REGION OF OTTAWA-CARLETON  
RÉGION D'OTTAWA-CARLETON

REPORT  
RAPPORT

Our File/N/Réf.                   **50 20-00-R036C**  
Your File/V/Réf.

DATE                                31 May 2000

TO/DEST.                         Co-ordinator Transportation Committee

FROM/EXP.                        Director Mobility Services and Corporate Fleet Services  
Environment and Transportation Department

SUBJECT/OBJET                 **HAZELDEAN ROAD AT IBER ROAD - PROPOSED TRAFFIC  
CONTROL SIGNALS AND ROAD MODIFICATIONS**

---

### DEPARTMENTAL RECOMMENDATIONS

**That the Transportation Committee recommend Council approve:**

- 1. the installation of traffic control signals and associated roadway modifications at the intersection of Hazeldean Road and Iber Road (as illustrated in Annex E) where the Township of Goulbourn share the costs associated with the installation of the traffic control signal with the Region as per the conditions adopted by Council on 26 April 2000 regarding the installation of unwarranted traffic control signals in rural areas, and;**
- 2. roadway modifications on the north side of Hazeldean Road between Fringewood Drive and Cedarow Court (as illustrated in Annex F).**

### BACKGROUND

On 26 April 2000, Council adopted a position to cost-share unwarranted traffic control signals with municipalities containing rural components (West Carleton, Goulbourn, Rideau, Osgoode, Cumberland, Gloucester, Nepean and Kanata). Conditions as adopted to qualify and process the installation of unwarranted signals in rural areas are outlined in Annex A.

In response to the Region's position, the Township of Goulbourn has requested that the intersection of Hazeldean Road and Iber Road be considered for cost-sharing and installation of a traffic control signal (Annex B refers).

The intersection is located on the northeast corner of the Village of Stittsville (Annex C refers). Hazeldean Road, a Regional road, provides the most direct route between Stittsville and Kanata. It is a two lane undivided facility with a posted speed of 80 km/h. east of Iber and 70 km/h. just west of Iber. Access from Hazeldean to developments west of Iber is piecemeal with a variety of turning bays and left-turn slip-around lanes. Iber is a collector road supplying access to an industrial/business park in addition to providing a bypass route for Stittsville's core area.

A traffic count conducted on 15 May 2000 indicates that traffic control signals are currently 77% warranted at this intersection.

## DISCUSSION

The Environment and Transportation Department, as directed by Council, only recommends and funds the installation of a traffic control signal when the warrants, as established by the Ministry of Transportation of Ontario and adopted by Council, are 100% satisfied. However, the recent position taken by Council to permit the installation of unwarranted signals in rural areas under certain conditions, permits the installation of a traffic control signal at the intersection of Hazeldean and Iber.

With the signal's installation conditional on having the appropriate roadway geometry in place, modifications are required at this location. Modifications include widenings associated with the intersection as well as along Hazeldean's north side up to the adjacent intersection of Fringewood Drive. In addition, road modifications on Hazeldean's north side from Fringewood to Cedarow Court, should also be upgraded for road consistency reasons (Annex D refers).

In providing the necessary turning bays on Hazeldean at Iber (westbound left and eastbound right) and associated slip-around lanes, concern is raised with the westbound return taper after Iber (moving traffic back to the original Hazeldean westbound lane) which leads vehicles into a quick high speed manoeuvre back into another slip-around lane at Fringewood. At the design speed required for this section of road, the transition into the Fringewood slip-around lane and the slip-around itself currently do not meet design standards set out in the Ministry's "Design Guidelines for Ontario Highways". As a result staff cannot recommend the installation of the traffic control signal unless corrective measures are taken to bring the section of road between Iber and Fringewood up to appropriate standards. This would include the provision of a continuous widening of the north side lanes from Iber through to Fringewood (Annex E refers). Costs for these combined works would be cost-shared between the Region and Goulbourn as per Council's position on cost-sharing of unwarranted rural signals.

A similar situation also exists on the next section of Hazeldean when travelling west (Fringewood to Cedarow). However, the geometry as it currently exists meets the minimum design standards if considered as an individual road section. However, because that section must be looked at in conjunction with the rest of Hazeldean, inconsistencies from a design and travel speed perspective raise concern. As a result, staff recommend that the widening of the north side lanes be extended between Fringewood and Cedarow as it was between Iber and Fringewood (Annex F refers). The cost of this modification would be entirely borne by the Region.

## IMPACT ON PEDESTRIANS AND CYCLISTS

To accommodate pedestrians and cyclists, 2 m. paved shoulders have been provided along those sections which are recommended for road modification. Wide curb lanes have also been provided on Iber Road within the limits of construction.

## CONSULTATION

As required by the *Municipal Act of Ontario* regarding Public Hearings, a notice of the proposed roadway modifications has been placed in *Le Droit*, the *Ottawa Citizen* and the *Ottawa Sun* for four consecutive weeks.

A copy of this report has been circulated to the Regional Cycling Advisory Group (RCAG) for comments. Any RCAG comments received will be made available at the Public Hearing on 21 June 2000.

Temporary signs advising pedestrians, cyclists and motorists that “roadway modifications are proposed” have been placed at the intersection of Hazeldean and Iber. They feature a telephone number from which more information can be obtained and/or comments and concerns can be recorded. Comments received will also be made available at the Public Hearing on 21 June 2000.

## FINANCIAL IMPLICATION

The conditions associated with the cost-sharing of unwarranted rural signals stipulate that all costs associated with the signal’s installation including engineering, construction and lighting will be shared between the local municipality and the Region based on the percentage to which the signal is warranted. The most recent count shows that a signal at this location is 77% warranted.

The cost estimates for items recommended in this report are as follows:

- a) items with just the Hazeldean/Iber intersection - \$435,000.00 (includes \$115,000 for the traffic control signal);
- b) extension of the road widening on Hazeldean to Fringewood - \$60,000.00; and,
- c) extension of the road widening on Hazeldean, Fringewood to Cedarow - \$75,000

As recommended by this report items a) and b) are to be cost-shared with the Township of Goulbourn. Item c) would be the responsibility of the Region. Based on a 77% warrant, the Region’s overall share of the work would be approximately \$456,000.00.

Funds for this project are available in the 2000 Capital Budget, Order No. 900431, New Traffic Control Signals (reference page 192).

*Approved by  
Doug Brousseau*

GK

Attach. ( 6 )

## **Rural Traffic Control Signals - Cost-sharing Arrangement**

As per Council's approval on the 26 April 2000, unwarranted traffic control signals for rural municipalities will be permitted with a Region cost-sharing arrangement based on the following;

- The arrangement will exist for the remainder of the year 2000.
- Applications are to be handled on a first come first served basis.
- The cost-sharing formula will be based on the warrant percentage as calculated by the Council's current traffic control signal warrant process with the Region paying the warranted share and the requesting municipality the unwarranted share.
- Funds available for this programme will not exceed \$500,000.00.
- It will be the responsibility of the rural townships to submit locations to be considered for this cost-sharing arrangement.
- Warrant calculations are to be performed with the Council's current warrant process which already includes lower warrant values for rural conditions.
- Costs to be shared include signal hardware, installation, engineering, street lighting as well as any necessary roadway modifications.
- Operating and maintenance costs associated with the signals are to be paid by the requesting municipality until the signal becomes 100% warranted. This will be nominal as the New City will assume all costs in January 2001.
- Under this programme, signal installations will be limited to one per municipality. However, should any of the rural townships choose not to request the one signal installation limit, that Stittsville (Township of Goulbourn) be allowed a second signal installation.
- The requesting municipality will be responsible for all design drawings deemed necessary for signal installation.
- Signals identified as being required by the development approval process will not be considered for cost-sharing.
- The rural township areas will include, as directed, Osgoode, Goulbourn, Rideau and West Carleton, and the rural components of Cumberland, Gloucester, Nepean and Kanata.



May 3, 2000

Mr. Greg Kent  
Regional Municipality of Ottawa-Carleton  
111 Lisgar Street  
Ottawa, Ontario  
K2P 2L7

OTTAWA-CARLETON ENVIRONMENT & TRANSPORTATION DEPARTMENT	
<i>[Signature]</i>	
REC'D MAY 09 2000 *	
FILE NO.:	21-0-1103
REC. NO.:	2271
FILE:	COPIES SENT TO:

Dear Mr. Kent:

**RE: Council Meeting of May 2, 2000  
Resolution No. 00-62**

Attached for your review and file is a certified true copy of the Resolution No. 00-62, passed by the Council of the Corporation of the Township of Goulbourn at their meeting of May 2, 2000.

If you have any further questions, please do not hesitate to give me a call.

Sincerely,

Robert Haller,  
Clerk

I, Robert Haller of the  
Corporation of the Township of Goulbourn  
do hereby certify that the following is  
a true copy of Resolution No. 00-62 passed by  
Goulbourn Township Council at a meeting  
held on May 2, 2000

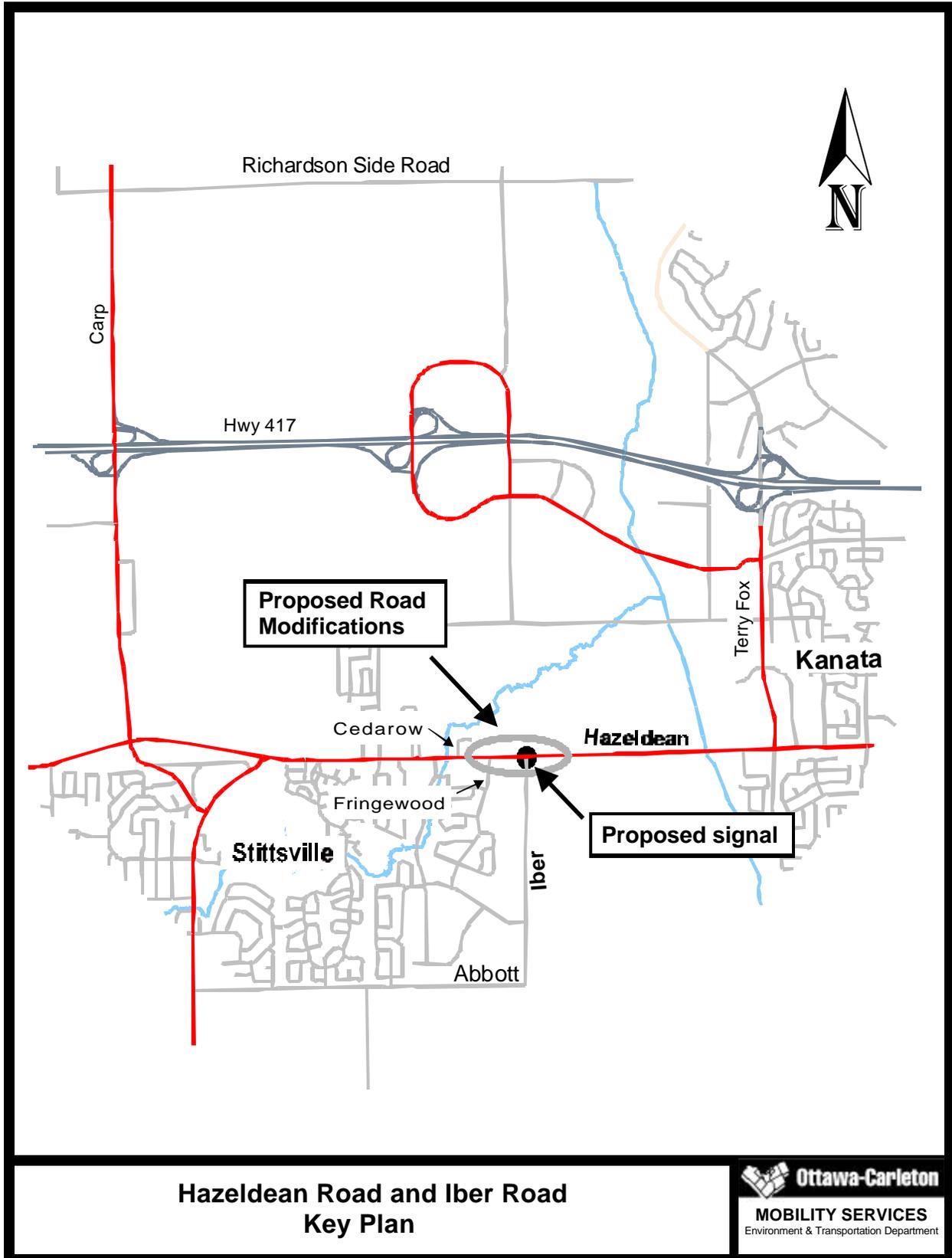
**WHEREAS** at its Council Meeting of April 26, 2000, the Council of the Regional Municipality of Ottawa-Carleton approved a cost-sharing arrangement for one traffic signal in each rural municipality in locations that do not meet Regional warrants; and

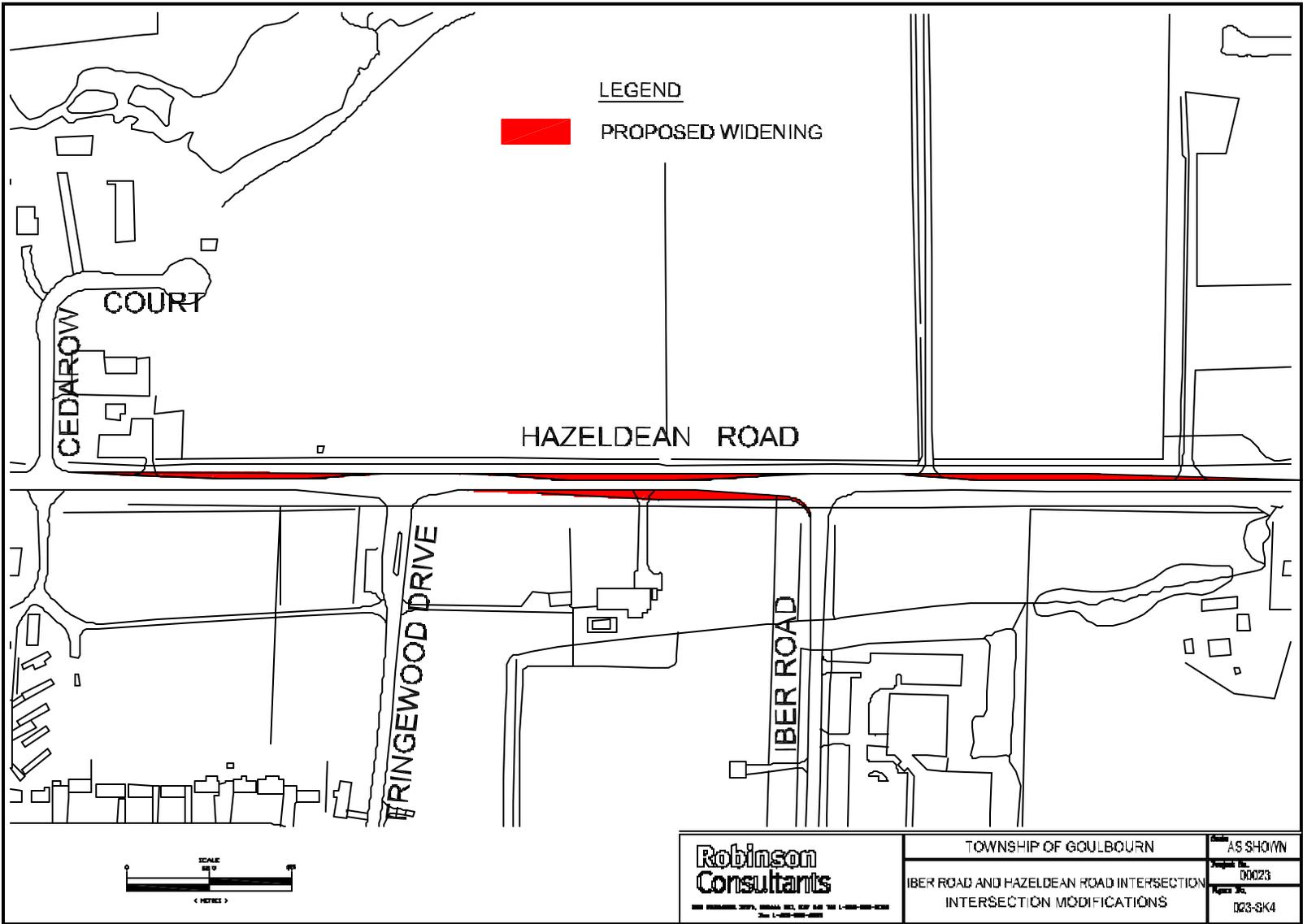
**WHEREAS** the Council of the Township of Goulbourn has identified the intersection of Iber Road and Hazeldean Road, Regional Road 36, as the preferred site for the installation of traffic control signals under this program;

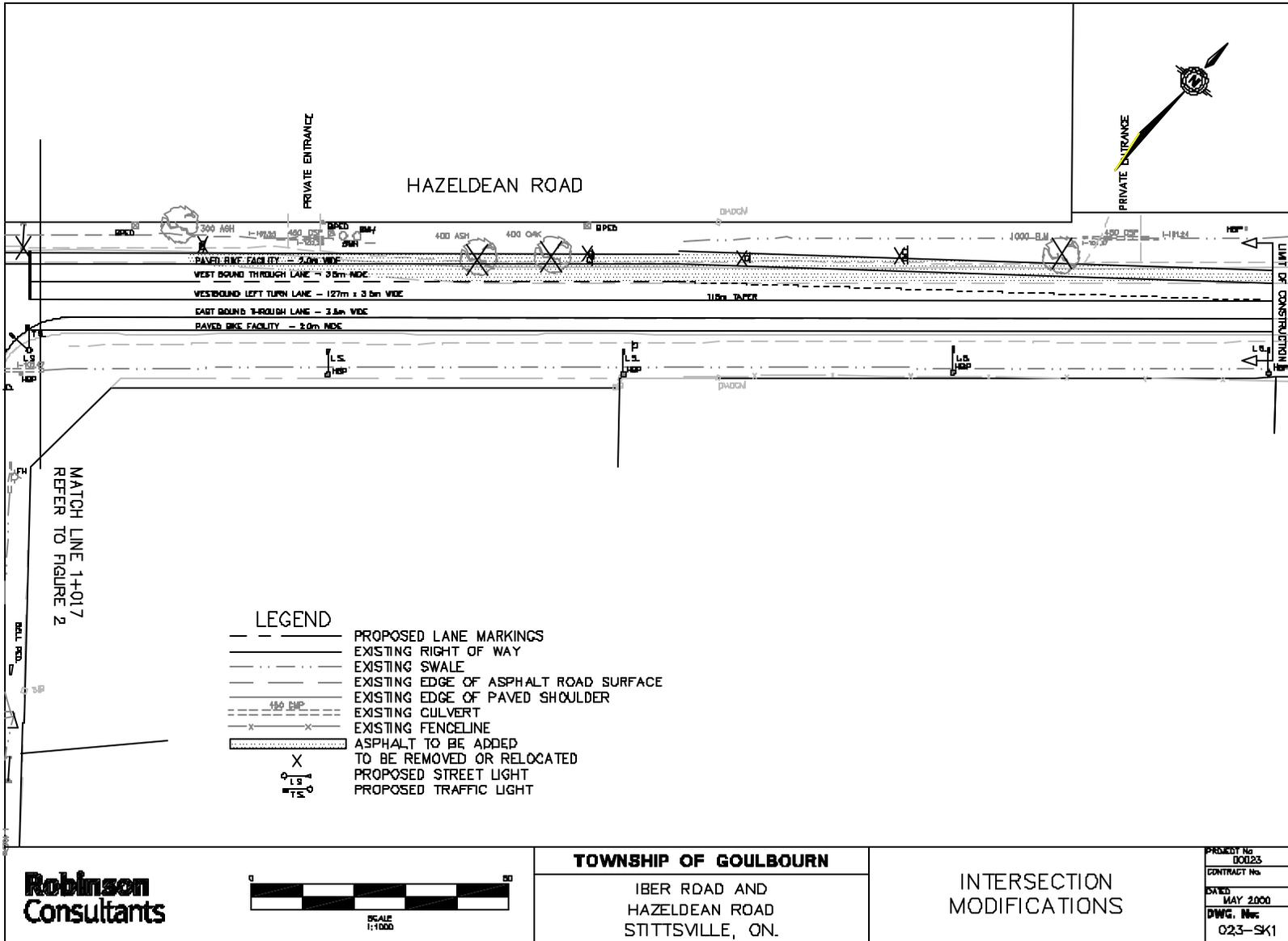
**THEREFORE, BE IT RESOLVED THAT** the Council of the Corporation of the Township of Goulbourn hereby names the intersection of Iber Road and Hazeldean Road, Regional Road 36, as its first priority for the installation of traffic control signals under the cost-sharing program.

Given under my hand and the Seal of the  
said Corporation of the Township of Goulbourn this  
3<sup>rd</sup> day of May, 2000

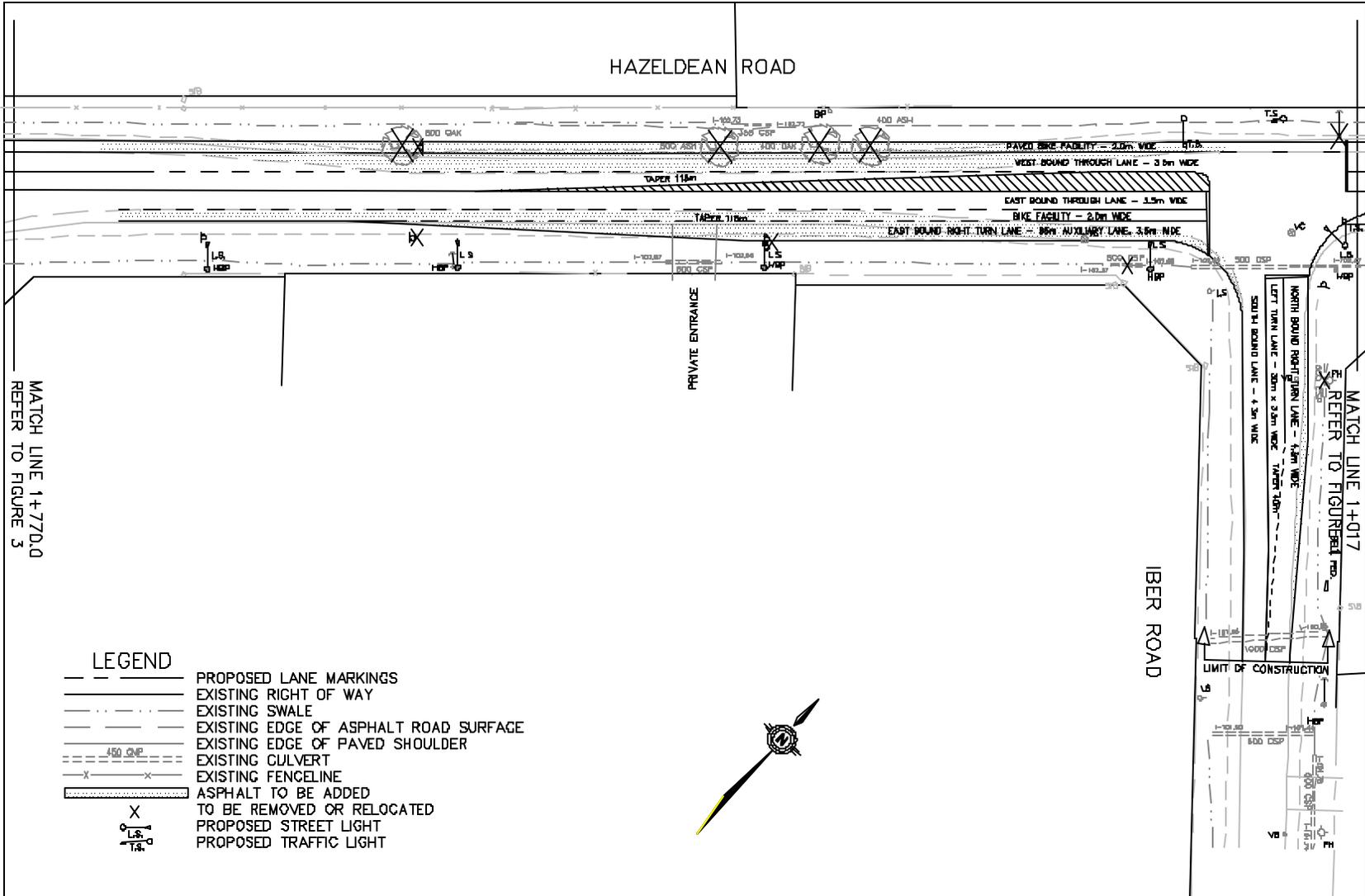
  
\_\_\_\_\_  
Robert Haller, Clerk







Annex E



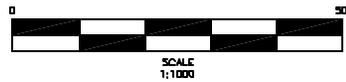
MATCH LINE 1+770.0  
REFER TO FIGURE 3

MATCH LINE 1+017  
REFER TO FIGURE 1

- LEGEND**
- PROPOSED LANE MARKINGS
  - EXISTING RIGHT OF WAY
  - EXISTING SWALE
  - EXISTING EDGE OF ASPHALT ROAD SURFACE
  - EXISTING EDGE OF PAVED SHOULDER
  - EXISTING CULVERT
  - EXISTING FENCELINE
  - ASPHALT TO BE ADDED
  - TO BE REMOVED OR RELOCATED
  - PROPOSED STREET LIGHT
  - PROPOSED TRAFFIC LIGHT



**Robinson  
Consultants**

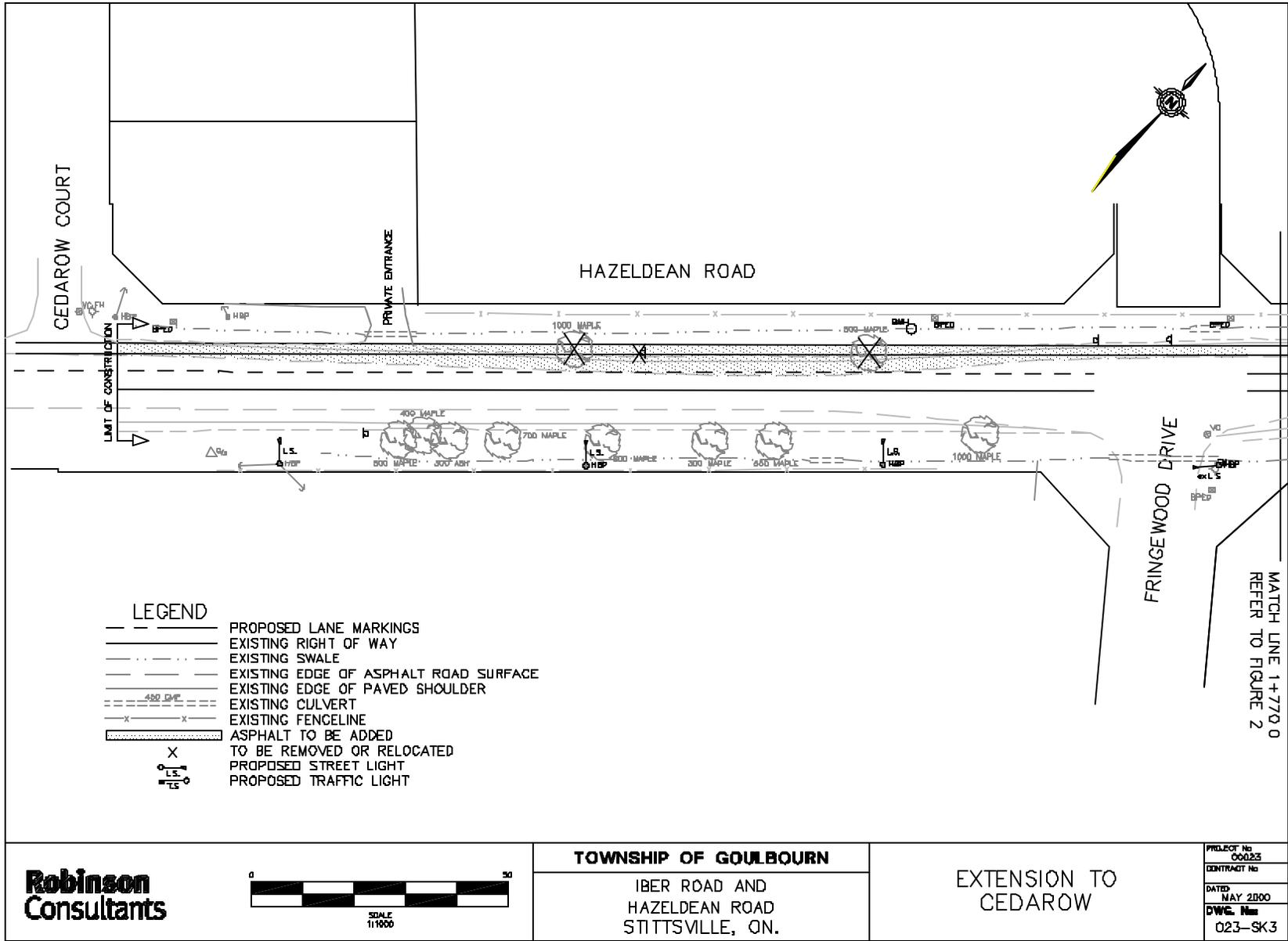


**TOWNSHIP OF GOULBOURN**

IBER ROAD AND  
HAZELDEAN ROAD  
STITTSVILLE, ON.

INTERSECTION  
MODIFICATIONS

PROJECT No  
D0023  
CONTRACT No  
DATED  
MAY 2000  
DWG. No  
D23-SK2



## **Nelson, Rosemary**

**From:** Peter McNichol [pmcnichol@sympatico.ca]  
**Sent:** Tuesday, June 20, 2000 1:39 AM  
**To:** nelsonro@rmoc.on.ca  
**Subject:** Transportation Committee: Item 4 - Hazeldean @ Iber

RE: HAZELDEAN ROAD AT IBER ROAD - PROPOSED TRAFFIC CONTROL SIGNALS AND ROAD MODIFICATION

Additional Recommendations regarding Hazeldean @ Iber:

Recommendation 1:

That the 70 km/hr speed zone be moved east to a point before the Hazeldean @ Iber intersection.

Rational:

This would increase the safety of the intersection for all users. As the report indicates several expensive measures are required to make the intersection meet safety standards:

"In providing the necessary turning bays on Hazeldean at Iber (westbound left and eastbound right) and associated slip-around lanes, concern is raised with the westbound return taper after Iber (moving traffic back to the original Hazeldean westbound lane) which leads vehicles into a quick high speed manoeuvre back into another slip-around lane at Fringewood. At the design speed required for this section of road, the transition into the Fringewood slip-around lane and the slip-around itself currently do not meet design standards set out in the Ministry's "Design Guidelines for Ontario Highways". As a result staff cannot recommend the installation of the traffic control signal unless corrective measures are taken to bring the section of road between Iber and Fringewood up to appropriate standards. This would include the provision of a continuous widening of the north side lanes from Iber through to Fringewood (Annex E refers)."

Speed reduction would further improve the safety of this intersection.

Recommendation 2:

That the bike shoulder/lanes be designed continuous throughout the project and to include sections not being widened and be funded from rural signals (i.e. not from CFIP).

Rational:

This specifically applies to the north side where three separate sections of Hazeldean road for widening, but no facilities for cyclists between these sections. The bike lanes if designed cannot start and stop every few meters or every few hundred meters. Bike shoulder/lanes should and must be included in the project as a continuous facility.

Recommendation 3:

That all bike shoulders be designed as bike lanes on the left of all right turn lane pockets and to include even those pockets not being widened.

Rational:

Same reasons as for 2, but with the additional hazards of turning vehicles.

Peter McNichol  
RCAG Chair