



File #: IR-26-009, **Version:** 1

TAMRMS#: B05

INFORMATION REQUEST (IR) - Bellerose Drive Condition

Requested by: Councillor Clark

Date of Request: March 3, 2026

Date Response Due: April 3, 2026

Confidential Response: No

QUESTION

This IR is regarding the condition of Bellerose Drive north of Oakmont Drive, specifically the section between Oakmont Drive and Erin Ridge Drive.

1. Does the City currently have a plan to address the issues identified along this portion of Bellerose Drive?
2. Could the edge deterioration be repaired by extending the shoulder approximately 24 inches on each side of the roadway?
3. What would the estimated cost be to repair and/or reinforce the roadway edges on both sides between Oakmont Drive and Erin Ridge Drive and the timelines to do so?
4. In addition, please provide timelines, and cost estimates related to planned RMR or upgrades to this section of roadway.

RESPONSE

To ensure clarity in this report, the responses follow the numbering of the questions listed above.

1. Transportation Engineering and Public Operations are aware of the following operational concerns on Bellerose Drive between the area of Oakmont Drive and Erin Ridge Drive and have taken the noted actions and established the following plans to address these issues:
 - a. Speed concerns; Engineering and Enforcement have received reports of concern about travel speeds of vehicles along this segment of Bellerose Drive. In 2023, Driver Feedback signs were installed as a “soft measure” approach to bring awareness to drivers traveling in excess of the posted 60 km/h speed. Enforcement performs monitoring and enforcement of the area in alignment with standard practice applied in other areas of the City.

- b. Intersection operations (delay, volumes, and perceived safety issues) at the intersection of Bellerose Drive at Erin Ridge Drive / Oak Vista Drive. Administration has received requests and reports of concerns to have the intersection converted from a side street stop control to traffic signals. Data for traffic and pedestrian volumes were recorded and the intersection assessed in 2024 and 2025 for potential “warrant” of signalization. Volumes were recorded as approaching the thresholds to have the intersection signalized and in 2025 a design was completed.

In 2026, the intersection will be recorded with updated volumes and assessed again and subject to the results if the data identifies the site as warranted, the intersection will be constructed for traffic signals. Budget was requested and approved within the 2026 Transportation Systems Management program to support this work. If the intersection is not warranted in 2026, it is anticipated that it will be warranted in the short-term future, so funding may be requested to be carried forward.

- c. Merge lane and vehicle conflict for northbound traffic traveling through the Bellerose Drive at Oakmont Drive intersection; where Bellerose Drive transitions from four (4) lanes to two (2). Reports of concern through 2025 were received from drivers concerned with having to merge from the right lane to left lane while travelling northbound on Bellerose. Administration investigated the site and identified that transitioning the northbound lanes at the intersection of Oakmont Drive is not beneficial due to the transit stop and significant distance of actual travel lane that improves capacity through the intersection. Although warning signs exist to give notice of the lane ending, it is recommended that additional signage and warning may be added to provide further advance notice to drivers. Further consideration of delineators or warning systems at the end of the lane may be applied as well, subject to further alignment with issues noted in the area.
- d. Road-edge conditions and driver concerns regarding the non-paved shoulder. Public Operations has received concerns from drivers over the “softness” of the ditch area adjacent to the roadway along portions of the east side of Bellerose Drive. These concerns are concentrated in two key locations: where the roadway transitions from two northbound lanes to one, and at a second narrowing point just north of that area. To address these issues, Public Operations has placed additional material - such as dirt, road millings, and gravel-to stabilize the shoulder and prevent edge-of-road failure. During winter operations, snow is intentionally pushed further from the roadway to support drainage; however, this practice can result in some drivers shifting slightly eastward, closer to the road edge, which increases interaction with softer shoulder areas. Moisture retention in these locations contributes to ongoing soft spots, increasing the risk of reduced traction or vehicles becoming stuck when drivers move onto the shoulder. These conditions present challenges both for drivers and for Public Operations, particularly because added material offers limited long-term benefit due to recurring moisture and seasonal softening.

- e. Roadway narrowing and shoulder width for the northbound lane on Bellerose Drive north of the Oakmont Drive intersection. In early 2026, a Council member reported concerns related to the width of the shoulder of Bellerose Drive and shared that there were reports of vehicles entering the ditch area off the roadway. Due to seasonal impacts, it was unknown at the time if roadway conditions were influencing driver's behaviours or increasing the risk associated with departure from the travel lane; however, the following is recognized:
- i. Bellerose Drive is a rural cross-section roadway largely without curb and gutter, and operating with surface drainage (ditches). There are some small segments with concrete curb and gutter.
 - ii. The shoulder, although meeting Transportation Association of Canada (TAC) guidelines for a minimum width, is narrow at approximately 0.6m per side of Bellerose Drive.
 - iii. As noted above, Public Operations has responded to the area with material placement as backfill along specific areas of Bellerose Drive, focused largely on the east side (northbound lane) in proximity of approximately 200m north of the Oakmont Drive intersection.
 - iv. Consideration may be made to provide visual markers of the edge of roadway (delineators), install a more engineered structure such as a guard rail to prevent vehicles from leaving the roadway; or in alignment with further questions within this Information Request, widening of the roadway.

Administration, in response to the recent (2026) concerns, reviewed past collision reports in an effort to identify if further negative trends were occurring in this area on Bellerose Drive. The review investigated reported motor vehicle collisions from 2012 to 2025 and the results found that:

- Five (5) midblock collisions were reported within Bellerose corridor (between Oakmont Dr and Oak Vista Dr) over the 13-year study period.
- While this figure represents the reported collision frequency, it is subject to reporting thresholds; per provincial standards, only collisions resulting in injuries or property damage exceeding \$5,000 are mandatorily reported to the RCMP. It should be recognized that collision history may not capture "ran-off-road" or "fixed-object" incidents due to the potential that a vehicle off road may not exceed the \$5,000 threshold for vehicle reporting.

In terms of Administration's focus on this area, the historic network screening has not identified the area as a substantial traffic safety concern.

2. To answer this question directly, the roadway could be widened with construction of a new base and asphalt lift. Design and delivery of the scope of work to construct this addition would be required, and consideration of the actual impacted area would extend beyond the requested limits of "24 inches" due to the fact of required excavation and base work would need to extend potentially beyond a meter to deliver a top lift of asphalt of that requested distance (24 inches).

Although it is not a wide shoulder, for most of the linear distance of Bellerose Drive, there is a consistent defined edge of road; meaning deterioration is not believed to be the issue; it is the perception of the narrow shoulder being an issue. Adjacent to the road structure, there is dirt, gravel, and then the grassed ditch area which may allow for a "forgiving" structure during late spring, summer, and fall conditions for drivers; however, during winter and inclement weather conditions the snow collection on the east side is substantial due to all snow from the roadway being pushed to the east. This may exasperate the perceived issue of the narrowness of the roadway and reduced shoulder width.

3. A) For clarity, no design work or confirmation of engineering assumptions has been completed; as such this is a conceptual opinion of probable cost to which a 50% contingency is added. The higher contingency is due to potential of influence of geotechnical conditions and having to address a potential tie-in with an existing asphalt structure.
 - i. Assumptions for the work: 600mm (24") widening to the shoulder for a total length of about 1km (just north of Oakmont Dr - Erin Ridge Dr) x 2 (both sides of road) = 1,200m².
 - ii. Unit rates of \$160-\$180 /m² to excavate, build base, and pave (based off mill & inlay program base repair rates & trends from 2024-25).
 - iii. Note - This does not include curb & gutter.
 - iv. Opinion of probable cost, with 50% contingency = \$288,000 - \$324,000.
 - v. For improved cost accuracy, it would be recommended to complete detailed design and perform necessary testing in the area prior to any construction; estimated value of engineering / design would be \$49,000 or 15% of the high estimate of construction costs. If received costs were lower, funding would be applied to site

preparation and survey layout and construction management for the project - which would be better defined with completion of design.

- B) In recognition of the experiences of Public Operations responding more frequently to focused areas and the specific areas of concern reported at the locations immediately north of the Oakmont Drive intersection, where the road transitions from two-lanes northbound to one lane; an alternative of response more aligned to a “spot redesign” may be a preferred option. The potential response of redesigning the final merge area and widening and reducing the “sharpness” of the lane end could result in improved roadway conditions and reduce the reported issue of vehicles leaving the road surface. An attachment to this report identified the conceptual area of the improvement and redesign area of the roadway and shoulder.

The response would require engineering and design work to be completed in advance of any construction (geotechnical investigation and testing of the area to ensure suitable material and design) that would inform on an improved accuracy of costs and would cost an estimated \$45,000 which represents an opinion of probable cost for the work to be \$30,000, with \$15,000 for engineering, design and construction management services. Within this cost is a 25% contingency due to the conceptual state of the proposed work.

These costs are currently not within any 2026 planned RMR or capital project, with funds of existing projects committed to complete previously prioritized and planned work.

4. Planned work on Bellerose Drive:

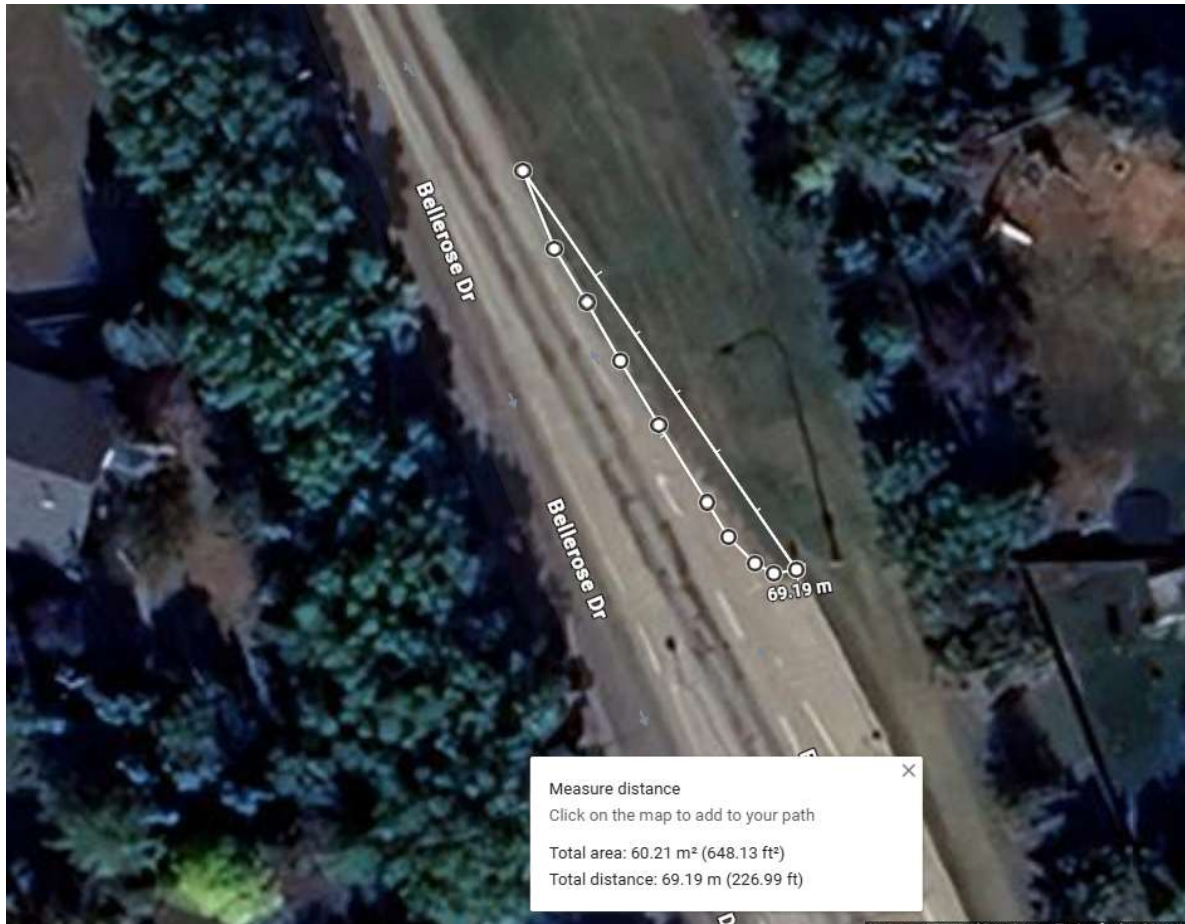
- a. RMR: Bellerose Drive is currently not planned for any RMR associated work until 2033, at which time Bellerose will be a candidate for a mill and inlay preservation treatment. The current cost estimate to perform this work is \$1,050,000, and this is associated with RMR for the roadway, curb and gutter (where existing), and sidewalk work. For clarity, this RMR is for only existing infrastructure and does not deliver any new road structure, curb and gutter, or sidewalk. Optimally, any considerations of investment for widening would be considered at the time of RMR work and could be coordinated for delivery, which would likely have cost savings in comparison to separation of work and would also mitigate disruption on this two-lane undivided roadway.
- b. Future Widening: Bellerose Drive is anticipated and planned as a future four (4) lane roadway. Corridor widening will be triggered by increased vehicle demands, and improvements would incorporate the delivery of two additional vehicle travel lanes, sidewalk /trail on the east side of Bellerose Drive, construction of curb and gutter, and supplemental work to urbanize the road segment. Administration is currently developing

the Mobility Strategy that is completing traffic modeling and forecasting to estimate prioritization and timelines for network roadway improvements (widening roadways and constructing new roadways). Bellerose Drive is part of the network assessment, and updated timelines of potential widening will be reported once the modeling for the Mobility Strategy is completed. The Strategy is expected to be completed by end of Q2 2026. The past forecast for widening Bellerose Drive projected the work to occur between 2030 and 2035; however, there is potential this timeline will change and be extended beyond 2035 following the update to the modeling and network assessment.

Report Date: March 17, 2026
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Figure 1: Proposed “Spot Redesign” of Bellerose Drive at Northbound Merge Area



The above highlights the location of the northbound Bellerose Drive lanes transitioning from 2-lanes to 1-lane and the area of focus proposed in Section 3B, where the merge area could be angled to improve merge flow and base work performed with asphalt work to deliver a wider shoulder at this site.

It is important to note that no engineering or design resources have been allocated to this project and final costs would be subject to confirmed site conditions, design and received construction costs.

Conceptual opinion of probable costs = \$45,000

These costs are currently not within any 2026 planned RMR or capital project, with funds of existing projects committed to complete previously prioritized and planned work.