

# Ottawa Active Transportation Project: Beaverbrook – Kanata North Multi-Use Pathway Rail Crossing

## What We Heard Report

February 2026

### Project Overview

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In 2023, City Council approved the Transportation Master Plan (TMP). This Plan included a list of projects that aim to the cycling and walking network in addition to filling missing links between existing facilities. In the Plan, the Kanata North Multi-Use Pathway Rail Crossing was identified as a cycling priority project to be completed in the first phase of the TMP.

For this project, the City plans to reinstate an active transportation crossing along the Renfew Rail Corridor. This crossing will connect Trillium Woods Park and the Beaver Pond Trail north of the tracks with the residential neighbourhood to the south.

The project will consist of a paved multi-use path (MUP) with rail safety measures. Due to a large change in elevation between the rail corridor and the street, the MUP will include a switchback to reduce the grade of the pathway and help facilitate safe active travel.

Specific rail safety measures will be determined during detailed design but may include an active warning system to alert users to oncoming trains, maze barriers or P-gates, anti-trespass panels, and flange fillers.

### Public Consultation Summary

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Public consultation was conducted from December 2025 to January 2026. Members of the public were able to provide comments via email and a virtual public information centre (PIC). An overview of the project, its design, and a feasibility analysis was provided on the project's website.

Buckslips were mailed to 6,524 residents in the surrounding neighbourhoods. Notice was sent out in the Ward 4 Councillor's November email newsletter.

A PIC was held on December 9, 2025, from 7-8 pm. The PIC was held virtually over Zoom and was attended by approximately 35 participants, Ward 4 Councillor Cathy

Curry, Councillor Curry’s support staff, and six project team members from CIMA+ and the City of Ottawa.

The event began with an introduction by City staff followed by a welcome message and thank you from Councillor Curry. CIMA+ project team members delivered a presentation outlining the project background, existing conditions, feasibility analysis, and functional design.

A total of 15 questions were answered during the PIC, with an additional 7 questions and comments received via email. A summary of all questions and responses is provided below:

| <b>General questions</b>  |   |
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| Question  | Response  |
| What are the approximate start and end dates for construction?  | Detailed design is expected to begin in 2026, with contract tendering to follow. This process usually takes about a year. If everything goes smoothly, we anticipate construction in 2027.  |
| Given that construction is not expected until 2027, what are the options for crossing in the interim? | Crossing is not permitted at this location in the interim.  |
| Is there an agreement in place with the rail operator?  | This segment of the rail corridor is owned by the City of Ottawa, so there is no need to negotiate for access.<br><br>The City is currently in discussions with the rail operator, Nylene, to ensure the new crossing does not interfere with their operations. |

| <b>Safety and Accessibility</b>   |  |
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| Comment   | Response   |
| Will the proposed safety measures be adequate for families with young children?     | Given the low train volumes and speeds along this section of the rail corridor, a decision was made to move forward with an at-grade crossing.                       |
| Was a bridge or tunnel considered for this project instead of an at-grade crossing? | The at-grade crossing design includes many safety features, including fencing and barriers to limit access to the tracks, warning lights and an audible bell to warn |

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|   | <p>of an approaching train, and pavement markings and signage to guide safe crossing. These measures are designed to protect children and adults. This design aligns with best practices for at-grade crossings, providing a balance between safety, accessibility and cost feasibility.</p>   |
| <p>Why does the proposed crossing include such a large switchback? Is it possible to include a more direct path for runners?</p>  | <p>The switchbacks have been provided to lengthen out the pathway and ensure a maximum vertical gradient of 5% is maintained - the maximum slope permitted by accessibility guidelines.</p> <p>The path alignment will be reviewed and optimized in detailed design to reduce any unnecessary out of way travel for users, as a more accurate topographic survey of the study area will be conducted at that time.</p> |
| <p>Why does the plan include maze barriers or P-gates? The type of barrier poses a significant obstacle for cyclists and could cause someone to fall off their bike and injure themselves.</p>    | <p>The federal government lays out specific rail safety requirements that we must adhere to when constructing a rail crossing.</p> <p>In this case, due to the inadequate sight lines, installing P-gates is a necessary mitigation measure.</p>   |
| <p>Did you consider improving sightlines to allow a more direct route?</p>  | <p>Increasing sightlines on approach to the crossing is unfortunately not feasible as the switchbacks that direct user sightlines to one side of the corridor only, and private property acquisition would be required to accommodate the sight triangle needed.</p>   |
| <p>Did you consider separate facilities for pedestrians and cyclists? It would be challenging for cyclists to maneuver through the barriers while also taking care not to injure pedestrians.</p> | <p>We did not examine separate cycling and pedestrian infrastructure on this short stretch, as the connecting dirt path on the north side is both narrow and shared.</p> <p>In addition, space constraints of the property would likely make it impossible to provide separated facilities with the</p>  |

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|  | switchbacks required to ensure the vertical grade does not exceed 5% (the maximum permitted for accessibility purposes). |
| Will there be any lighting for safety at the crossing? | Details of lighting will be confirmed during detailed design.  |

| <b>Crossing Location</b>   |   |
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| Comment  | Response  |
| Why does the crossing connect to Kitigan Grove at Tamworth Lane and not further east at the location of the previous crossing? | The crossing location was largely driven by the parcel that was reserved for the City through the plan of subdivision. To construct the crossing at the old location would require deviating behind several future homes.   |
| Is there currently a trail connecting to the proposed crossing?  | Yes, there is a dirt path that runs through the land north of the rail corridor.  |
| Are there plans to connect the new crossing to the existing trails east of Kitigan Grove at Kimmins Court Park?                | Further trail works in the area are not planned as part of this project. The scope of this project was defined by the Transportation Master Plan and is limited to the rail crossing. While a connection between Kimmins Court Park and Kitigan Grove isn't part of the current Transportation Master Plan, it is something we can examine when we update it. |

| <b>Surrounding Streets</b>  |   |
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| Comment   | Response  |
| Will there be changes to nearby City streets (such as the addition of bike lanes) to facilitate crossing usage? | <p>There are currently no changes planned to local streets adjacent to the crossing. Local roads are usually designed to accommodate cycling in mixed traffic through narrow roads and traffic calming.</p> <p>Under the Ottawa Transportation Master Plan, the City has identified the potential for bike lanes on some nearby collector roads, such as Walden, Beaverbrook,</p> |

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|  | and Knudson. However, work has not yet begun to examine these routes.                      |
| Are there plans to add signage on Goulbourn Forced Road directing cyclists and pedestrians to the new crossing where it would be safer to cross? | Signage was not included in the plan but may be considered going forward.                  |
| What are the plans for Goulbourn Forced Road? Is there a crossing planned west of Tamworth?  | This project does not include any additional crossing or changes to Goulbourn Forced Road. |

| <b>Pathway Maintenance</b>  |  |
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| <b>Comment</b>  | <b>Response</b>  |
| Once constructed, will the pathway be maintained in winter?   | The crossing itself will be maintained at track level to allow train travel through the winter; however, the pathway on either side of the crossing will not be maintained in the winter.  |
| Will the path be left unplowed to allow for cross country skiing in the winter?   | See response above regarding winter maintenance. Explicit access by cross country skiing is something that can be reviewed as we further refine the design   |
| The pathway beyond the crossing is overgrown and in rough shape. Will this be upgraded to accommodate pedestrians and cyclists? | The land on the north side of the crossing was gifted to the City as part of Canada's Ecological Gifts (EcoGift) Program. The conditions of this program do not allow widening or paving of the pathway.   |
| Will the path be cleared of overgrown bushes and maintained to deal with wear and tear to the pathway surface?                  | Yes, there will be maintenance to the existing trail on the EcoGift property. As the land and trail only recently came into City ownership, City staff will be reviewing the level of maintenance required to deal with overgrowth and maintain the surface quality. |

| <b>Planting Issues</b> |                 |
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| <b>Comment</b>         | <b>Response</b> |

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| <p>Does the scope of this project include landscaping?</p>   | <p>We do anticipate the potential for landscaping as part of this project.</p> <p>On the south side of the tracks, the City owns a parcel of land that was reserved through the subdivision process for a future crossing. This parcel is large enough to accommodate the path as well as some plantings.</p> <p>On the north side we don't anticipate doing any landscaping through this project.</p> |
| <p>At what point in the project process will landscaping options be reviewed and decisions made? It would be good to incorporate native plant species.</p>   | <p>Details about landscaping (e.g. design, and planting types) will be made during detailed design.</p> <p>Prioritizing native species in the landscaping makes sense when we get to that point. Planting suggestions, including the inclusion of native species, can be sent to City staff for consideration.</p>   |
| <p>There are significant invasive plants along the pathway, including Wild Parsnip, which poses a health hazard to humans. The City should explore opportunities for remediation to improve the ecosystem.</p> | <p>The City has dedicated staff responsible for managing invasive species on City property. As this property was only recently acquired, staff will be reviewing conditions to determine how it should be managed going forward.</p>   |

| <b>Other</b>  |   |
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| Comment   | Response  |
| <p>Would it be possible for the City to provide a map of Ottawa's trails to see how this crossing fits into the larger network?</p> | <p>The map will be shared shortly.</p>  |
| <p>Does the City own all of Trillium Woods?</p>   | <p>No. Some of the properties, including those north of the Canderel Eco Gift lands, are still under private ownership.</p> |

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| This crossing is long overdue and will improve safety and connectivity for people who walk or cycle. | Thanks for the feedback. We look forward to constructing this rail crossing as soon as feasible. |
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## Conclusion

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Many respondents voiced support for the project, noting that the new rail crossing will increase safety and connectivity for cyclists and pedestrians. The City did not receive any comments opposing the project.

Concerns raised by the public included safety issues, as well as concerns about maintenance and the presence of invasive species in the project vicinity. Concerns were also raised about the ease of crossing for both runners and cyclists, due to the proposed switchbacks and P-gates. These concerns will be considered as the City moves into the detailed design phase.

Suggestions were made to add signage to Goulburn Forced Road directing pedestrians and cyclists to the new crossing; providing a map of the trail network highlighting the new crossing; and ensuring the inclusion of native species in the planting plan.

The results of the public consultation will contribute to the City's next steps for this project.