

# Highlights

## Beechwood Avenue Transportation Corridor

### Background

In order to facilitate the eventual completion of the East-West Bikeway route, the City has initiated a planning and functional design study to provide further definition about the future of transportation on the Beechwood Avenue corridor, from Vanier Parkway to Ste-Cécile Street. Through planning applications for redevelopments, the City will receive additional space for the public right-of-way that will enable the reconfiguration of the roadway to ensure safe passage for pedestrians, cyclists, buses and cars.

### Why is the study necessary?

Although there are no immediate plans to reconstruct Beechwood Avenue, this study will analyze how to eventually use the expanded right-of-way on Beechwood Avenue to facilitate a future reconfiguration of the roadway in line with the city's Cycling Plan, which defines Beechwood Avenue as a cycling spine route. The Beechwood Community Design Plan called for Beechwood Avenue to be reconfigured to two vehicular travel lanes east of Springfield Road.

### Study Process

- An open house was held on June 24, 2015. More than 80 people attended and provided their thoughts on how the corridor should evolve. Here is a summary of residents' priorities:



Theme	Frequency of Appearance
Reducing vehicle speeds	———— ◆ ————
Creating safe cycling facilities	———— ◆ ————
Creating a comfortable pedestrian realm	———— ◆ ————
Fostering a lively streetscape	———— ◆ ————
Reducing on-street parking	———— ◆ ————
Maintaining parking in the area	———— ◆ ————
Prioritizing public transit	———— ◆ ————
Maintaining traffic flow	———— ◆ ————
Addressing local traffic issues	———— ◆ ————

- City staff, working with Councillor Mathieu Fleury and Councillor Tobi Nussbaum, analysed and evaluated options for different alignments for feasibility and potential impacts.
- Based on public feedback and policy direction, a draft plan has been developed for how Beechwood Avenue could be re-configured when additional space is gained through redevelopments in the future, as well as an interim plan for the near future that relies mostly on low-cost changes such as pavement markings.

## Proposed Changes

- Dedicated cycling lanes in each direction are proposed for the entire corridor.
- Reductions and modifications to vehicular lanes are proposed that would result in Beechwood becoming a two-lane roadway for most of its length, with a four-lane section between Vanier Parkway and Springfield Road.
  - A dedicated westbound left-turn lane at the Vanier Parkway intersection would be removed and one westbound lane would be converted into a straight-through/left-turn lane. This change is required in order to provide dedicated cycling lanes and will result in increased delays for motorists during peak periods.
  - An eastbound straight-through/left-turn lane at the Springfield intersection would become a dedicated left-turn lane.
- Some on-street parking spaces on Beechwood would be removed or moved to side streets.
- Minor adjustments to the curb on the north side of Beechwood between Springfield and Crichton are proposed in order to accommodate the bike lane.

## Next Steps

- Following the open house on March 9, 2016, public feedback will be accepted until March 24, 2016
- Adjustments to the plan may be made based on public feedback and technical review
- The resulting interim plan will be considered by both Ward Councillors for implementation with a target date of summer 2016
- Implementation updates for the interim plan will be provided on the project website on [ottawa.ca/beechwoodavenue](http://ottawa.ca/beechwoodavenue)

### Evolving to the ultimate corridor design

Roadway reconstruction or re-paving is not planned along this stretch of Beechwood in the coming years, however major development projects may provide an opportunity for the City to request that the developer upgrade adjacent sidewalks and cycling facilities.

To take advantage of future opportunities to enhance the public space along Beechwood Avenue, an ultimate reference corridor design has been developed to provide guidance on the desired future configuration of the public right-of-way. This plan will be considered during review of development applications and implemented where feasible when developers reconstruct the right-of-way adjacent to their projects.

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