

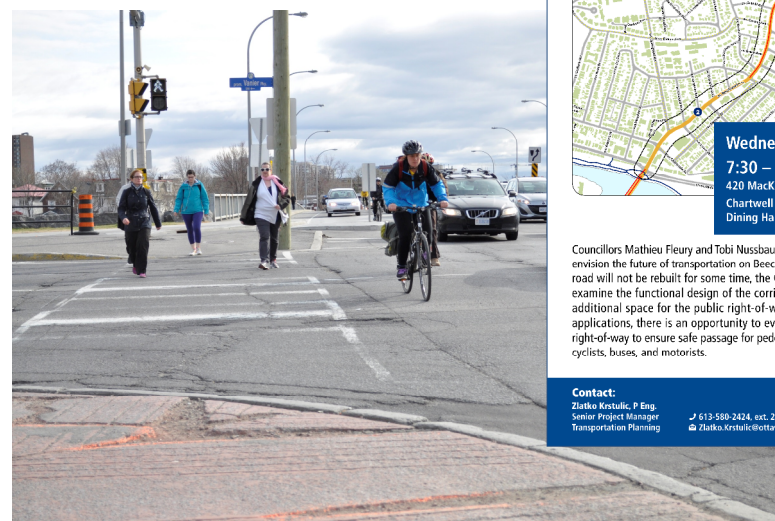
## Background and Objectives

- The overall goal of the project is to define a recommended cross-section for a future re-configuration of Beechwood in accordance with the Council approved Community Design Plan and complete streets objectives of the Transportation Master Plan
- There are no immediate plans to reconstruct Beechwood Avenue
- The key objectives of the study:
  - To create an interim plan that can be implemented quickly through signs and pavement markings that will be compatible with the final design
  - To create an ultimate plan for the roadway corridor to guide road-edge configurations on a block-by-block basis with property re-development



## Public Consultation

- On June 18, 2015, City staff worked with Councillors Nussbaum and Fleury to organize a public workshop focused on the future of Beechwood Avenue
- A number of themes emerged from the workshop; these are summarized in the figure below



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	-----◆-----

### BEECHWOOD TRANSPORTATION CORRIDOR

Visioning Session

**Wednesday, June 24, 2015**  
**7:30 – 9 p.m.**  
 420 MacKay Street (At Beechwood)  
 Chartwell New Edinburgh Square  
 Dining Hall

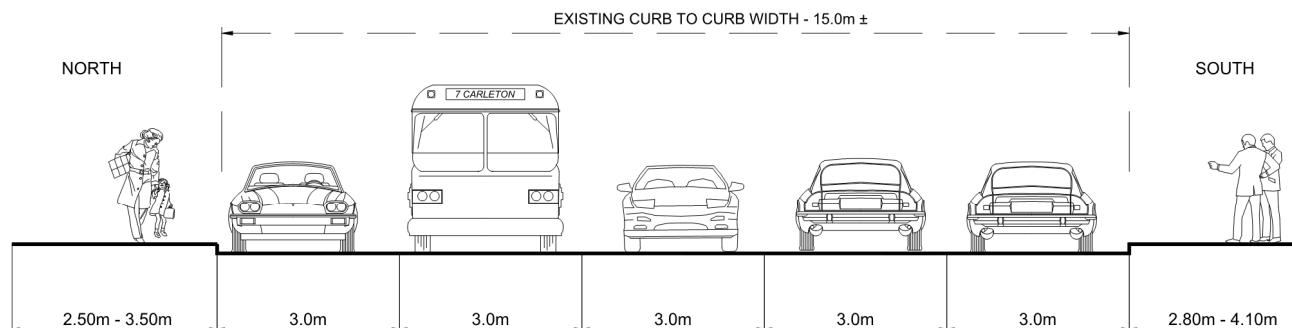
Councillors Mathieu Fleury and Tobin Nussbaum will be asking residents to envision the future of transportation on Beechwood Avenue. Although the road will not be rebuilt for some time, the City has initiated a study to examine the functional design of the corridor. As the City will receive additional space for the public right-of-way through redevelopment applications, there is an opportunity to eventually use the expanded right-of-way to ensure safe passage for pedestrians, cyclists, buses, and motorists.

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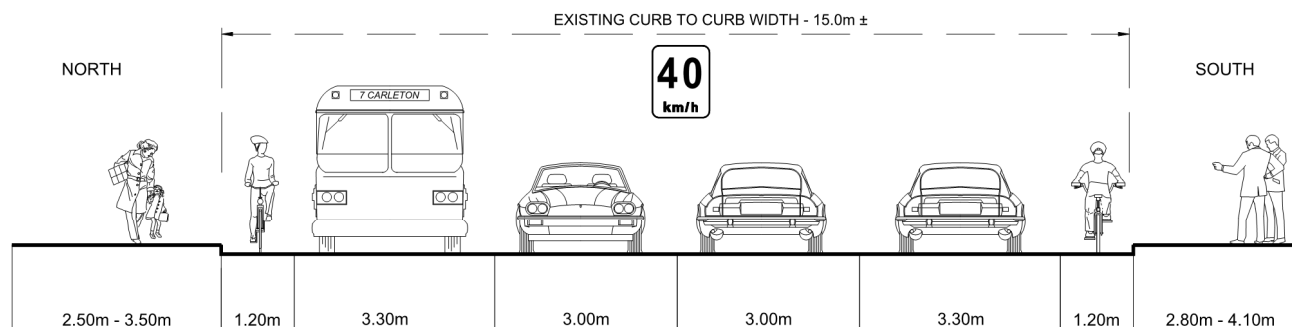
**ottawa.ca**  
 3-1-1  
 TTY 613-580-2401

## Transition Design – Vanier Parkway to MacKay Street

**EXISTING CONDITION**  
FIVE VEHICLE LANES  
*NEAR VANIER PARKWAY*



**TRANSITION PLAN**  
FOUR VEHICLE LANES + TWO BIKE LANES  
*NEAR VANIER PARKWAY*



Rating System	
	Excellent facilities or level of service
	Good facilities or level of service
	Adequate facilities or level of service
	Inadequate facilities or level of service

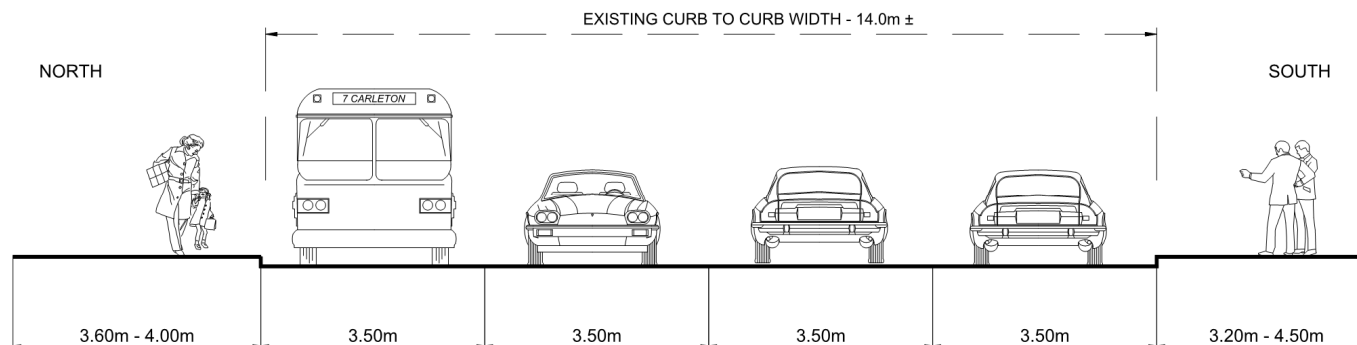
Pedestrian Facilities		3.0m-3.25m sidewalk/boulevard provides LOS B; occasional width reduction for utilities/furniture
Cycling Facilities		1.2m bike lane provides continuity to E/W Bikeway, LTS 3
Vehicle Flow		Turn restrictions or intersection operates over capacity (see options) Potential for non-essential trips to shift time of travel
Transit		Potential delays at Vanier / Beechwood intersection
Parking		Remove off-peak parking as no ROW to provide appropriate buffer to parked vehicles
Urban Design		Minimal planting and furnishing possible



## Transition Design – MacKay Street to Springfield Road

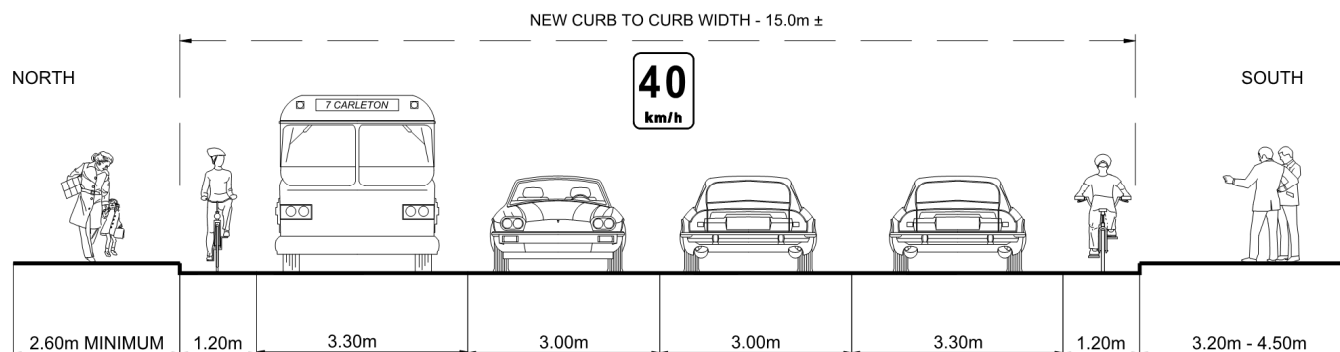
### EXISTING CONDITION FOUR VEHICLE LANES

NEAR MacKAY TO SPRINGFIELD



### TRANSITION PLAN FOUR VEHICLE LANES + TWO BIKE LANES

NEAR MacKAY TO SPRINGFIELD



Rating System	
	Excellent facilities or level of service
	Good facilities or level of service
	Adequate facilities or level of service
	Inadequate facilities or level of service

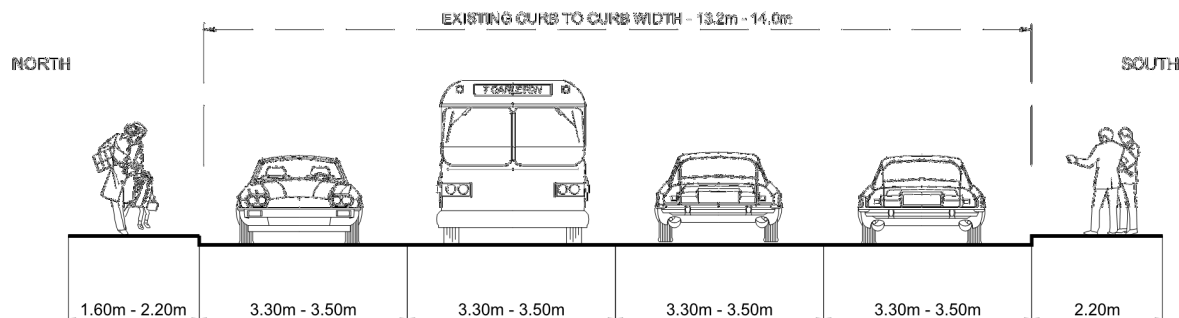
Pedestrian Facilities		3.0m-3.25m sidewalk/boulevard provides LOS B; occasional width reduction for utilities/furniture
Cycling Facilities		1.2m bike lane provides continuity to E/W Bikeway, LTS 3
Vehicle Flow		Turn restrictions or intersection operates over capacity (see options) Potential for non-essential trips to shift time of travel
Transit		Potential delays at Vanier / Beechwood intersection
Parking		Remove off-peak parking as no ROW to provide appropriate buffer to parked vehicles
Urban Design		Minimal planting and furnishing possible



## Transition Design – Springfield Road to Acacia Avenue

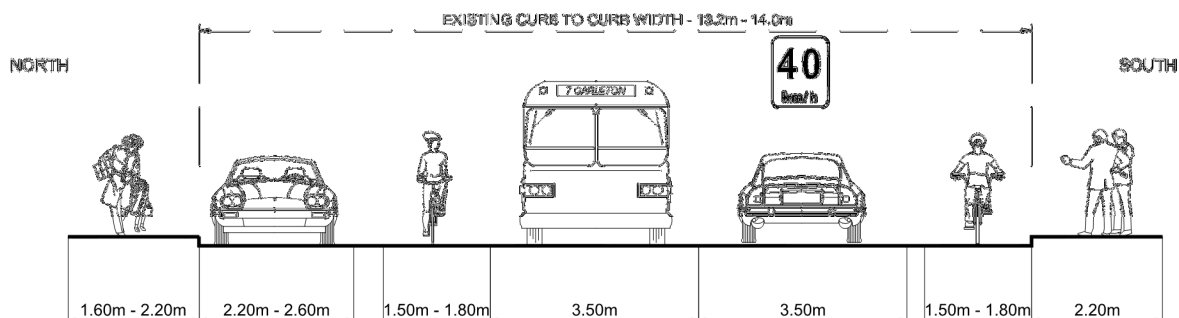
### EXISTING CONDITION FOUR VEHICLE LANES

SPRINGFIELD TO ACACIA



### TRANSITION PLAN TWO VEHICLE LANES + TWO BIKE LANES

SPRINGFIELD TO ACACIA



Rating System	
◆	Excellent facilities or level of service
◇	Good facilities or level of service
◇	Adequate facilities or level of service
◇	Inadequate facilities or level of service

Pedestrian Facilities	◆	1.6-2.3m sidewalk/boulevard (same as existing), LOS B
Cycling Facilities	◆	South side: 1.5m bike lane with 0.4m buffer; LTS 2 with bus lane blockage North side: 1.5m separated bike lane, 1.1m buffer and on-street parking buffer; LTS 1
Vehicle Flow	◆	Maintains LOS E or better
Transit	◇	Inadequate space for transit shelters/amenities (no change from existing); stopping in travel lane
Parking	◇	One lane of 2.1m parking (buffered from bike lane); potential removal at intersections for turn lanes and bus stops Existing utilization: 35% Anticipated utilization: 70%
Urban Design	◇	Minimal boulevard for planting/furnishing

## Level of Service

Segment	Existing Condition			Transition Plan			Reference Plan		
	Pedestrian	Cycling	Transit / Vehicular	Pedestrian	Cycling	Transit / Vehicular	Pedestrian	Cycling	Transit / Vehicular
Vanier Parkway to Springfield	D	E	E	B	C	E	B	A	E
Springfield to Acacia	D	D	D	B	C	D	B	A	D

- The table above summarizes the multi-model level of service (MMLOS) under existing conditions, for the Transition Design Plan, and for the longer term Reference Design Plan
- MMLOS of 'A' is considered as "good" while an MMLOS of 'F' indicates a "failure"

## Average Vehicular Travel Times

Direction	For Traffic Conditions in 2014	
	Existing Configuration	Transition Plan
Eastbound	140 sec.	155 sec.
Westbound	130 sec.	200 sec.

Direction	For Traffic Conditions in 2031		
	Existing Configuration	Transition Plan	Reference Plan
Eastbound	210 sec.	185 sec.	185 sec.
Westbound	190 sec.	275 sec.	275 sec.

- The tables above provide the average motor vehicle travel time between the Vanier Parkway to Marier Avenue during the AM peak period (7AM to 9AM) for 2014 and 2031 traffic conditions

## On-Street Parking

- There are a number of all-day parking spaces available on the north side of Beechwood Avenue between Loyer Street and Marier Avenue
- With this proposal, a number of parking spots will be restored along Barrette Street increasing the total number of available on-street parking spaces near Beechwood Avenue



Available On-Street Parking along Beechwood Avenue and in the Immediate Vicinity

			Existing (2015)	Transition Plan	Reference Plan
Beechwood Avenue	Off-Peak	A	12	0	0
		B	19	10	9
		C	24	10	12
		<b>Total</b>	<b>55</b>	<b>20</b>	<b>21</b>
	Peak	A	0	0	0
		B	10	10	9
		C	12	10	12
		<b>Total</b>	<b>22</b>	<b>20</b>	<b>21</b>
Beechwood Avenue and Immediate Vicinity	Off-Peak	A	47	44	44
		B	77	86	85
		C	75	77	79
		<b>Total</b>	<b>199</b>	<b>207</b>	<b>208</b>
	Peak	A	35	44	44
		B	68	86	85
		C	63	77	79
		<b>Total</b>	<b>166</b>	<b>207</b>	<b>208</b>

**INCREASE OF ON-STREET  
PARKING NEAR BEECHWOOD**

Parking Utilization along Beechwood Avenue and in the Immediate Vicinity

	Beechwood Avenue			Beechwood and Vicinity		
	Off-Peak (9:00 to 15:30 and 18:30 to 20:30)	Peak (7:00 to 9:00 and 15:30 to 18:30)	Weekend (11:00 to 15:00)	Off-Peak (9:00 to 15:30 and 18:30 to 20:30)	Peak (7:00 to 9:00 and 15:30 to 18:30)	Weekend (11:00 to 15:00)
Existing (2015)	25%	32%	27%	27%	23%	32%
Transition Plan	70%	43%	75%	29%	23%	34%
Reference Plan	67%	41%	71%	29%	23%	34%



## Reinstatement of On-Street Parking on Barrette Street

- Up to 40 all-day parking spaces will be restored on Barrette Street



## Next Steps

- Public feedback until March 24, 2016
- Adjustments to the design plans may be made based on public feedback and technical review
- The resulting Transition Plan will be considered by both Ward Councillors for implementation as early as Summer 2016
- Adjustments to the curb on the north side of Beechwood Avenue between Crichton Street and Springfield Road are required to accommodate the proposed configuration, and may be done after Summer of 2016
- The future Reference Design Plan configuration will be used to guide designs for street reinstatement when properties along Beechwood Avenue are redeveloped
- Implementation updates for the Transition Plan will be provided on the project website:

**[ottawa.ca/beechnwoodavenue](http://ottawa.ca/beechnwoodavenue)**

***Your comments are welcome and encouraged (by March 24, 2016 please)***

Please complete a Comment Sheet or send us your feedback via e-mail at:

**[Zlatko.Krstulic@Ottawa.ca](mailto:Zlatko.Krstulic@Ottawa.ca)**

***Thank You!***

**Your involvement is essential to the  
successful completion of this study.**

**Freedom of Information and Protection of Privacy Act**

Comments and information are being collected to assist in developing the functional designs. This material will be maintained on file and may be included in project documentation. With the exception of personal information, all comments will become part of the public record.